

SECTION 4.1

TOWN AND NEIGHBOURHOOD CENTRES

CONTENTS

4.1	Town and Neighbourhood Centres	4.1-3
4.1.1	Carlingford Precinct	4.1-5
4.1.2	Collet Park Precinct (North Parramatta)	4.1-10
4.1.3	Dundas Precinct	4.1-12
4.1.4	(East) Rydalmere Precinct	4.1-15
4.1.5	Epping Town Centre	4.1-18
4.1.6	Granville Town Centre	4.1-36
4.1.7	Guildford Precinct	4.1-44
4.1.8	Merrylands Precinct	4.1-48
4.1.9	Morton Street Precinct	4.1-51
4.1.10	South Granville Precinct	4.1-62
4.1.11	Telopea Precinct	4.1-65

4.1 Town and Neighbourhood Centres

What is a Town or Neighbourhood Centre?

Town and neighbourhood centres are areas identified as being suitable for more concentrated residential, retail and business growth. These centres were identified by Council's Residential Development Strategy, as they are best served by and are generally in close proximity to public transport, public open spaces, schools, shops, and other community and commercial services.

These centres will provide for an increased mix of housing types and densities and will also seek to improve the vibrancy and viability of business and retail developments serving the surrounding community.

Objectives

General

- O.1 To ensure that new development within the business zones provides active ground level uses, creating vibrant local centres.
- O.2 To ensure that new development provides an interface to adjoining public spaces, including roads, laneways, pedestrian connections and parks.
- O.3 To encourage the provision of new pedestrian and vehicular connections within town and neighbourhood centres.
- O.4 To provide high quality retail, commercial and residential development within town and neighbourhood centres.
- O.5 To encourage the revitalisation of the public domain in town and neighbourhood centres.
- O.6 To encourage opportunities for additional public open spaces in town and neighbourhood centres.

New Laneway and Pedestrian Link Objectives

- O.7 To improve the existing vehicular and pedestrian network.
- O.8 To improve legibility and permeability of centres.
- O.9 To provide better servicing for residential and commercial uses.
- O.10 To reduce conflict between pedestrian and vehicular movements.
- O.11 To reinforce the role of the street hierarchy.

Setback Objectives

- O.12 To reinforce the street edge and role of centres.
- O.13 To activate ground level retail spaces and encourage pedestrian activity.
- O.14 To provide for continuous awnings and weather protection in and around centres.
- O.15 To provide an address to important elements of centres such as railway stations and public open spaces.
- O.16 To ensure that new development encourages activation of laneways.

Design Principle

- P.1 New pedestrian connections and laneways should be provided in accordance with the Figures shown in Section 4.1 Town and Neighbourhood Centres. Where a development provides for dedication of land to Council for the purposes of providing public access and the construction of the accessway, Council may consider increasing the maximum floor space ratio. As a guide, the maximum floor space ratio may be increased by the equivalent area represented by 50% of the land area to be dedicated to Council for the public access. The site area may include the area of land to be dedicated to Council for the purpose of the floor space ratio calculation. The proposed variation to floor space is to be addressed under Clause 4.6 'Exception to development standards' in the Parramatta LEP 2011.

4.1.1 Carlingford Precinct

Desired Future Character

New development will be concentrated along Pennant Hills Road and Adderton Road, with connections to Carlingford and Telopea Train Stations via existing pedestrian networks. A mix of residential, retail and business uses will occur in the precinct encouraging a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing.

Renewed business and mixed use development opportunities will be provided opposite Carlingford Train Station, and at the intersection of Marsden and Pennant Hills Roads, improving the 'local centre' at the western end of the precinct. Redevelopment of the Carlingford Village site will provide an improved pedestrian retail interface along Pennant Hills Road and Keeler Street while encouraging residential development away from major roads. Development of this site is to provide an appropriate interface to adjoining heritage items, educational establishment and low density housing to the east.

Building heights will generally respond to topography and existing development. New taller buildings will be located along the ridgelines of Pennant Hills Road and Adderton Road to reinforce natural topography, to optimise views, access to sunlight and breezes and to maximise efficiency of existing pedestrian networks. New development will be required to have regard to existing built and natural heritage items, and to consider noise impacts from Pennant Hills Road, Marsden Road and the railway line.

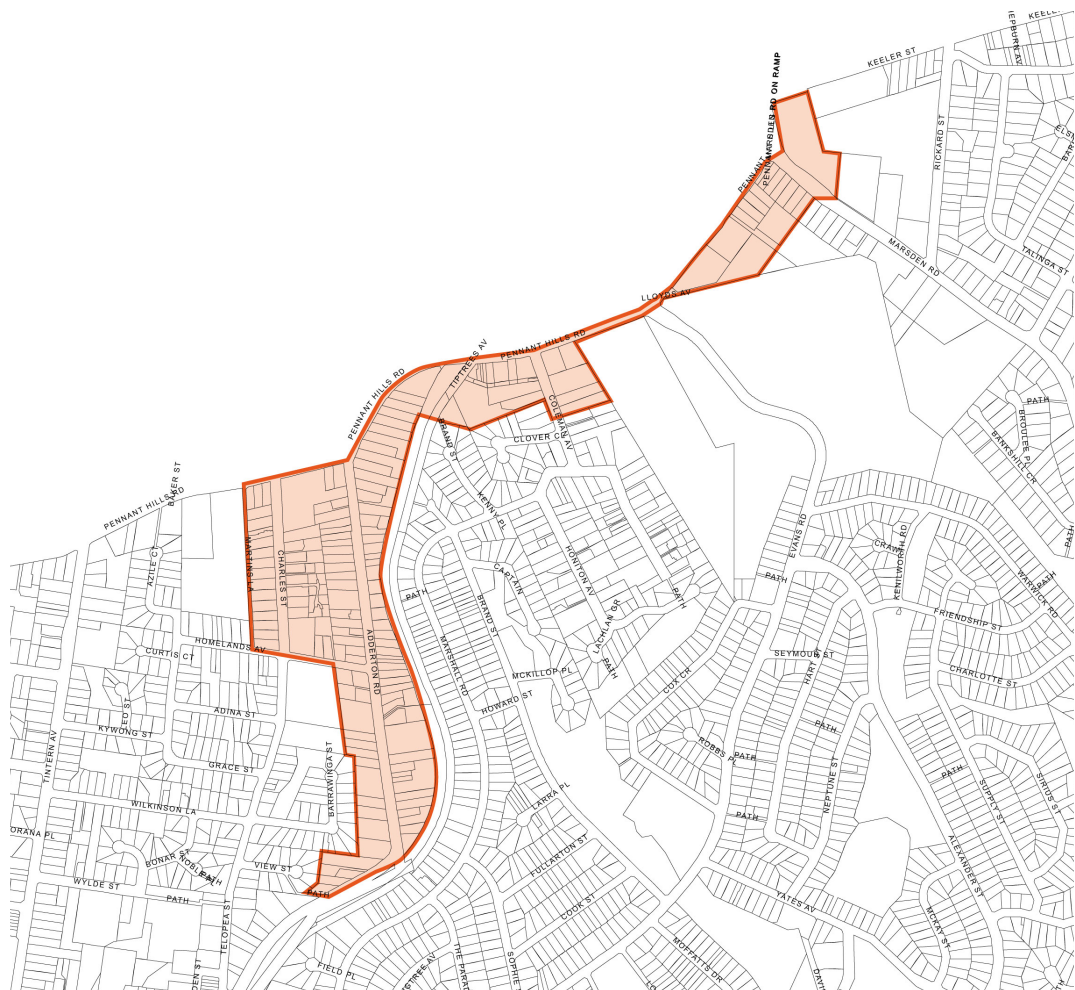


Figure 4.1.1.1
Carlingford Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 That new development at the intersection of Pennant Hills and Marsden Roads recognises this location as an important gateway and responds to its hilltop location.
- O.2 To ensure that new development responds well to the topography of land.
- O.3 To ensure that new development is sympathetic to existing built and natural heritage items.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.1.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 The existing laneway to the rear of the B1 Neighbourhood Centre zone is to be formalised to maintain the vehicular access and servicing needs of development.
- P.3 A new vehicular lane or right of carriageway is to be provided to the rear of properties fronting Pennant Hills Road and Adderton Road as shown on Figure 4.1.1.1. This laneway is to provide for vehicular access to these sites.
- P.4 Vehicular lanes, including any right of ways are to have a minimum width of 6 metres.
- P.5 Existing pedestrian connections are to be retained and enhanced.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

C.1 Building setbacks are to be in accordance with Figure 4.1.1.1 and Figure 4.1.1.3, and any additional controls set out below:

- a. The nil setback shown along Pennant Hills Road and Keeler Street applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the boundary as shown in Figure 4.1.1.2.

Balconies may encroach the upper level setback area as shown on Figure 4.1.1.3 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.

- b. The 2 metre setback shown along Pennant Hills Road, between Keeler Street and Marsden Road, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the boundary as shown in Figure 4.1.1.4.

Balconies may encroach the upper level setback area as shown on Figure 4.1.1.4 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.

- Balconies may extend 1 metre into the setback area for the upper 2 storeys.
- C.2 Where a nil front setback is shown on Figure 4.1.1.1 in the B1 Neighbourhood Centre Zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.
- C.3 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

Minimum Site Frontage

- C.4 Development for the purpose of residential flat buildings or multi dwelling housing in the R4 High Density Residential Zone on land fronting Pennant Hills Road and Adderton Road, as shown in Figure 4.1.1.1 is to have a minimum site frontage of 40 metres.
- C.5 Redevelopment of the existing service station site on the corner of Pennant Hills Road and Adderton Road, for the purpose of a residential flat building or multi dwelling housing is to be redeveloped as one site and may require the amalgamation of the 2 existing land parcels.

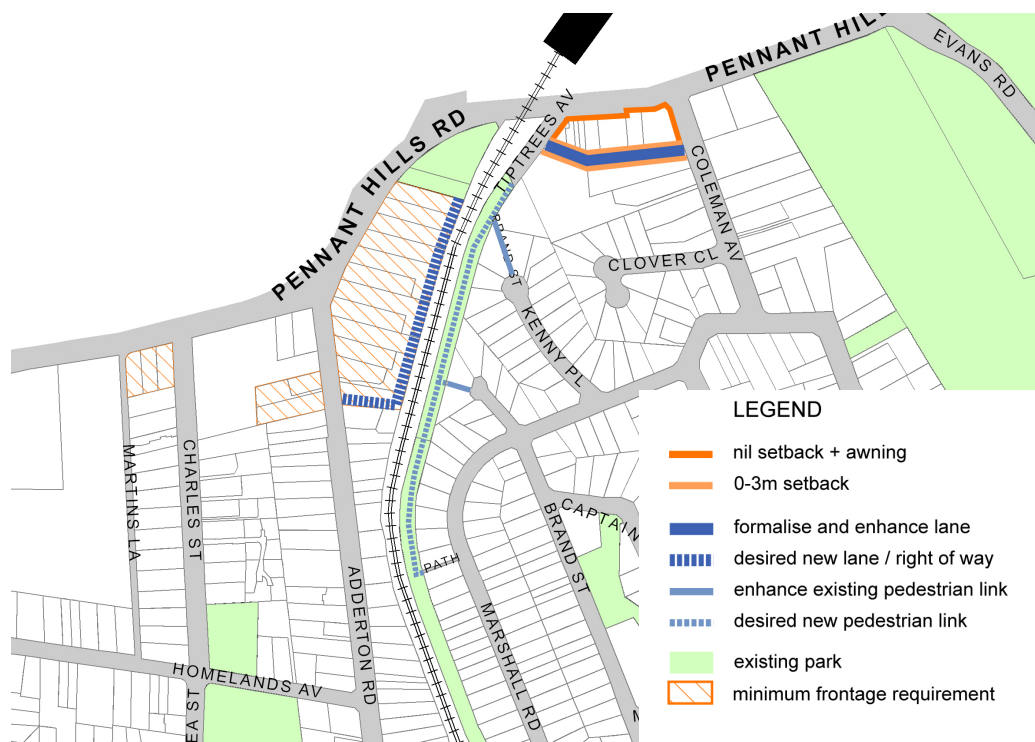


Figure 4.1.1.2
Carlingford Precinct Setbacks and Lanes

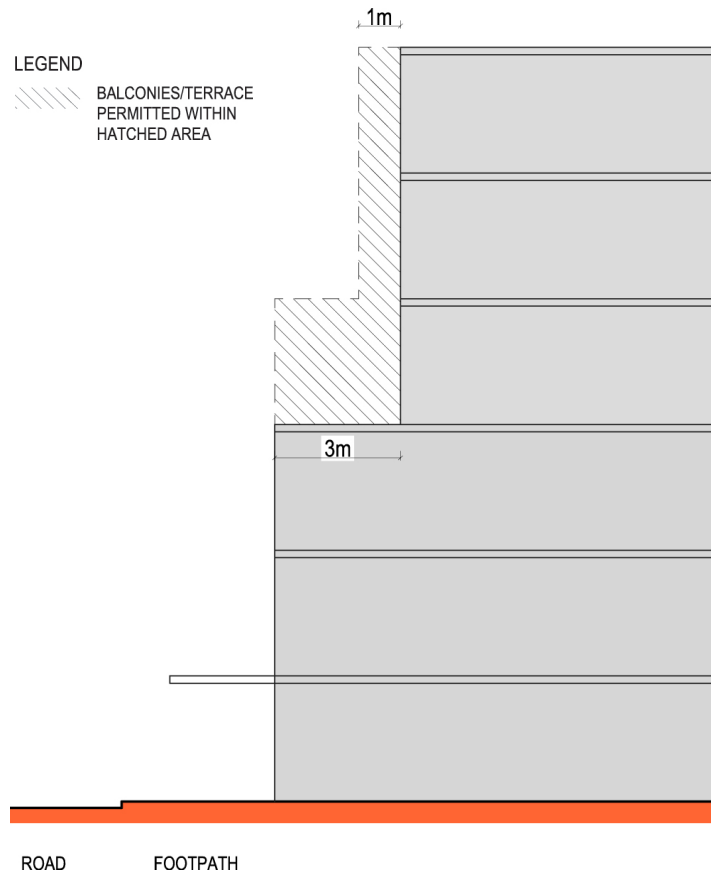


Figure 4.1.1.3
 Upper Level Setbacks and balcony locations

Redevelopment of Carlingford Village Shopping Centre Site – Bound by Marsden Road, Pennant Hills Road and Keeler Street

- The 2 metre front setback area to Pennant Hills Road is to be suitably treated to form an extension of the adjoining footway. Landscaping may also be provide in this area.
- New development should provide suitable corner treatments at the intersection of Marsden and Pennant Hills Roads and Keeler Street and Pennant Hills Road.
- New development shall provide an active and continuous pedestrian frontage along Pennant Hills Road with active ground level uses accessible from the roadway.
- A dense landscape setback shall be provided to Marsden Road to create a landscape corridor linking to existing vegetation on the adjoining property to the east and the existing parklands on the southern side of Marsden Road.
- New development must provide an appropriate height transition to adjoining residential development in Keeler Street.



Figure 4.1.1.4
Ground Level Setbacks

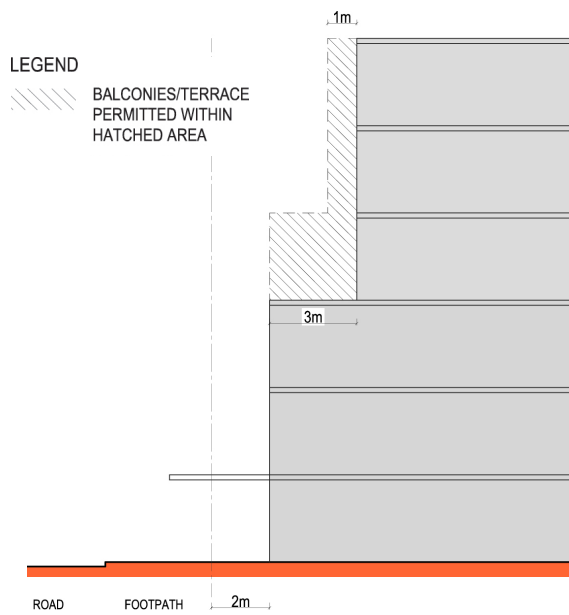


Figure 4.1.1.5
Upper Level Setbacks and Balconies

4.1.2 Collet Park Precinct (North Parramatta)

Desired Future Character

The Collett Park Precinct will have increased opportunities for new housing focused around retail shops, community facilities, local primary school, university and public open space. New residential development will be in the form of residential flat building, multi dwelling housing and shop top housing. Some higher buildings will be located along Victoria Road and Pennant Street. Building heights will be predominantly low in scale, responding to existing development.

Better pedestrian connections will be created by requiring new links, and pedestrian safety will be enhanced by designing buildings that have natural surveillance of pathways, laneways, parks, open space corridors or other elements of the public domain.

Street trees and the surrounding open space network contribute significantly to the character of the neighbourhood, including the row of large trees on the western side of Webb Street opposite the school. This character will be reinforced and enhanced in new developments with landscaped settings.



Figure 4.1.2.1
Collet Park Precinct (North Parramatta) Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To provide for high and medium density housing development that responds to existing development.
- O.2 To provide improved pedestrian links throughout the precinct, particularly to and from the primary school, university and public open spaces.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.2.1. Where a development provides for desired public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New pedestrian links are to improve through block connections and permeability of the precinct. Particularly better connectivity is to be provided to the existing university, primary school and public open spaces.
- P.3 New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.
- P.4 Existing pedestrian connections are to be retained and enhanced.



Figure 4.1.2.2
Pedestrian Links

4.1.3 Dundas Precinct

Desired Future Character

Residential density in the Dundas Precinct will be concentrated close to the existing shops, train station and school. A mix of housing, including residential flat buildings, multi dwelling housing and detached housing will occur within the precinct.

Opportunities for redevelopment of the existing shops will provide better orientation and address to the adjoining park (Winjoy Reserve), providing improved safety and surveillance. Development will also maintain an address to Station Street as the primary frontage.

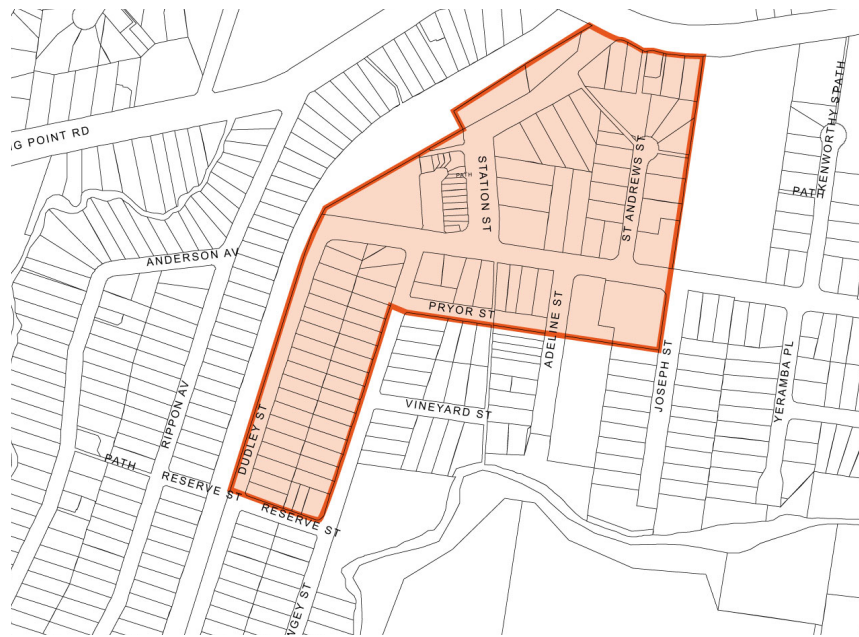


Figure 4.1.3.1
Dundas Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development provides a strong interface to existing parks, the railway station and surrounding streets.
- O.2 To ensure that new development adjacent to Winjoy Reserve provides opportunities to activate the public open space.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.3.1. Where a development provides for desired public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 A new shared vehicular and pedestrian laneway adjoining Winjoy Reserve should be provided over the B1 Neighbourhood Centre zone to ensure a formal relationship between the public open space and the adjoining retail shops. New development addressing the laneway will activate the park edge.

- P.3 The shared vehicular and pedestrian lane fronting Winjoy Reserve is to have a minimum width of 4 metres to allow for one-way vehicular movements and shared pedestrian access.
- P.4 New pedestrian links are to improve through block connections and permeability and are to have a minimum width of 3 metres, being consistent in width for its full length.
- P.5 Existing pedestrian connections are to be retained and enhanced.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

C.1 Building setbacks are to be in accordance with Figure 4.1.3.2 and any additional controls set out below:

- a. The nil setback in the B1 Neighbourhood Centre Zone applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the front boundary as shown in Figure 4.1.3.3.

Balconies may encroach the upper level setback area as shown on Figure 4.1.3.3 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the uppermost storey.

- b. The setback shown on the western side of the B1 Neighbourhood Centre Zone is to the desired laneway rather than the park edge.

C.2 Where a nil front setback is shown in figure 4.1.3.2 in the B1 Neighbourhood Centre zone, development should have a nil side setback where it will not have a detrimental impact upon adjoining development to achieve a continuous street edge.



Figure 4.1.3.2
Setbacks, pedestrian links and laneways

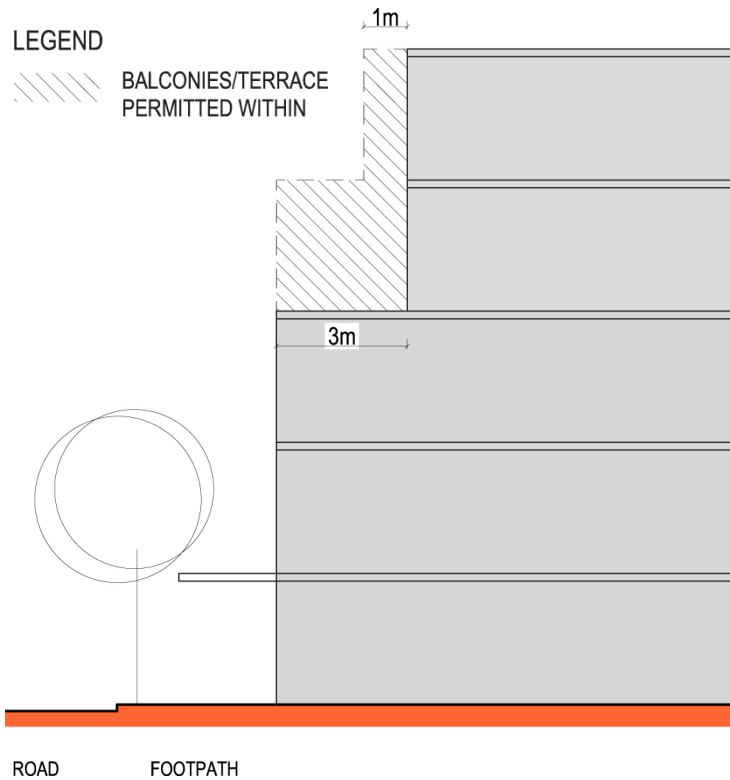


Figure 4.1.3.3
Upper Level Building Setbacks

4.1.4 (East) Rydalmere Precinct

Desired Future Character

A mix of residential, retail and business development will occur in the precinct encouraging a mix of housing types including residential flat buildings, multi dwelling housing and shop top housing. Retail and business uses will be concentrated around the intersection of Pine Street and Park Road, and on the south eastern corner of Victoria and Park Roads. New residential development will be concentrated in close proximity to existing transport services on Victoria and Park Roads and Rydalmere Ferry Wharf.

New development will be required to have regard to sensitive environmental areas and heritage items, and to consider noise impacts from Victoria Road and adjacent industrial development. Development is to provide casual surveillance to existing public open spaces including public reserves and pedestrian laneways. Where sites directly adjoin existing creek corridors new development should retain and/or enhance the indigenous vegetation corridor.

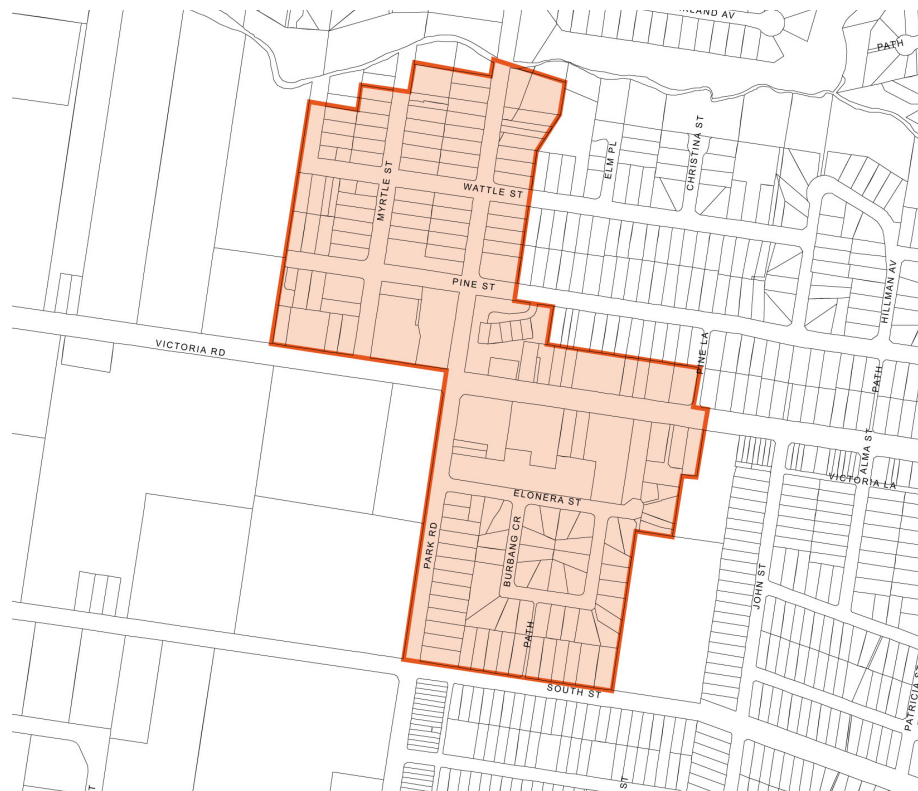


Figure 4.1.4.1
(East) Rydalmere Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that redevelopment south of Victoria Road will occur on regular shaped development sites.
- O.2 To encourage retail and business activity at the intersection of Park Road and Pine Street.
- O.3 To ensure that new residential development is suitably treated to reduce noise impacts associated with Victoria Road and surrounding industrial uses.

- O.4 To ensure that new development adjacent to existing creeks and waterways retains and enhances the indigenous vegetation corridor.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.4.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New pedestrian links are to improve through block connections and access to existing public open spaces, and are to have a minimum width of 3 metres being consistent in width for its full length.
- P.3 Existing pedestrian connections should be retained and enhanced.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

- C.1 **Building setbacks are to be in accordance with Figure 4.1.4.2 and any additional controls set out below:**
- C.2 **Development in the B1 Neighbourhood Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.**
- C.3 **Development at the intersection of Park and Victoria Roads is to provide splay corners to the satisfaction of Council/RMS.**

Land Amalgamation

- C.4 **Land amalgamation is to result in regular shaped development sites throughout the precinct, particularly within the R4 High Density Residential south of Victoria Road. Examples of preferred amalgamation patterns are shown in Figure 4.1.4.3.**



Figure 4.1.4.2
Building Setbacks and Pedestrian Links



Figure 4.1.4.3
Preferred amalgamation patterns

4.1.5 Epping Town Centre

Desired Future Character

Epping Town Centre is focused around Epping Railway Station and will be characterised by a compact and vibrant Centre Core immediately adjacent to the station, surrounded by lower density development adjacent the core. The lower density area recognises the heritage significance and character of the area, in particular the heritage items and heritage conservation areas.

The Centre Core will accommodate higher density commercial, retail and residential development in the form of high quality, tall slim-line towers within the areas fronting Rawson Street and Beecroft Road (between Bridge Street and Carlingford Road). The heights and densities of existing low rise residential flat buildings surrounding Boronia Park will remain unchanged and will provide a buffer between new high density development in the Centre Core and existing low density development at the periphery.

New development within the Centre Core will contribute to public domain improvements, new laneway connections and active ground level uses (particularly along Rawson Street, Beecroft Road and new laneways) that provide high levels of pedestrian amenity and reinforce the role of these streets as a vibrant retail/commercial area. The number of vehicular access points along Rawson Street will be minimised to maximise pedestrian safety and to ensure the fine grain pattern of ground floor uses can be continued along the length of street with minimal interruption.

Building tower elements will be suitably setback from all street alignments so that they do not visually dominate the street, allow a pedestrian scale to be maintained at street level and reduce overshadowing impacts on the public domain.

Improved pedestrian connections are desired throughout the centre, and between the western and eastern side of the railway line. An above ground pedestrian link connecting new development in Beecroft Road directly into the Epping Railway Station is encouraged. New through site vehicular connections between Rawson Street car park and Carlingford Road are encouraged to alleviate vehicular movements at the existing Rawson Street/Carlingford Road intersection.

New development is to be designed and sited in a manner that protects the amenity of occupants on adjoining properties and where relevant provides a sympathetic response to heritage items and conservation areas. New development is also required to protect the amenity of future building occupants by appropriately considering noise and vibration impacts from Beecroft and Carlingford Roads and the railway line. High rise development must not result in wind tunnelling impacting upon both the public domain and new and existing development.

Where properties adjoin Boronia Park, new development will address and casually survey the Park, whilst also minimising overshadowing impacts. The future use of the Council owned car park in Rawson Street will be subject to future master planning and endorsement by City of Parramatta Council.

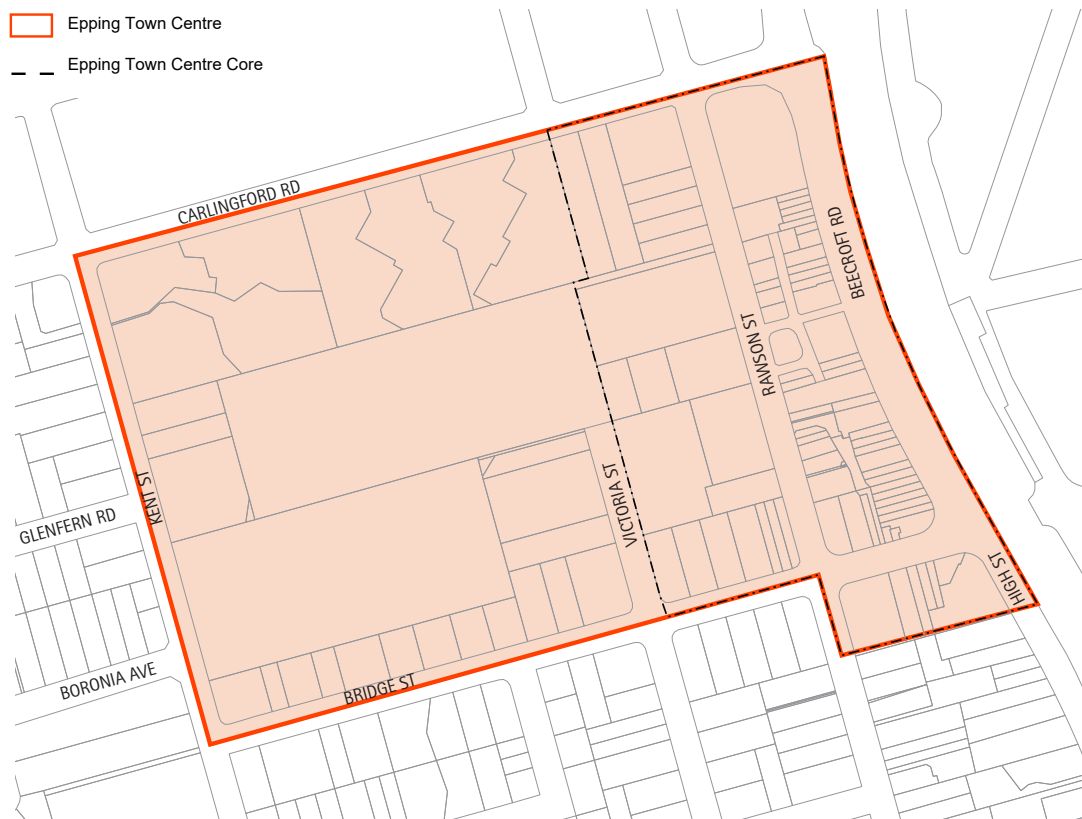


Figure 4.1.5.1
Epping Town Centre Precinct Map

Objectives

In addition to the general objectives listed in Section 4.1 of this DCP, the specific objectives of this precinct are identified below:

- O.1 To ensure that new development provides a strong interface to Epping Railway Station and improves connections between the railway station and the eastern and western sides of the centre.
- O.2 To provide high quality built form and to ensure that new buildings provide articulation, modulation and attractive composition of building elements.
- O.3 To ensure that new development maintains and enhances the character and function of Rawson Street and Beecroft Road as a retail/commercial street by continuing the fine grain pattern of ground floor uses.
- O.4 To ensure that new development responds well to heritage items and conservation areas.
- O.5 To ensure new development is suitably treated to reduce noise and vibration impacts from Beecroft Road and Railway Line.

Investigation Areas

As shown in Figure 4.1.5.2 Council will investigate future options for the use of the Council owned car park site in Rawson Street to determine the most appropriate future use of the site. This would be subject to a further Masterplan exercise and endorsement by City of Parramatta Council.

A 'kiss and ride' zone enabling commuters to be set down/picked up in Rawson Street near pedestrian lane link to railway station to be considered in future redevelopment of Council's car park site. Alternatively, this may be able to be achieved on the eastern side of Rawson Street,

in consideration of the amalgamation of existing laneways between Beecroft Road and Rawson Street into redevelopment sites.

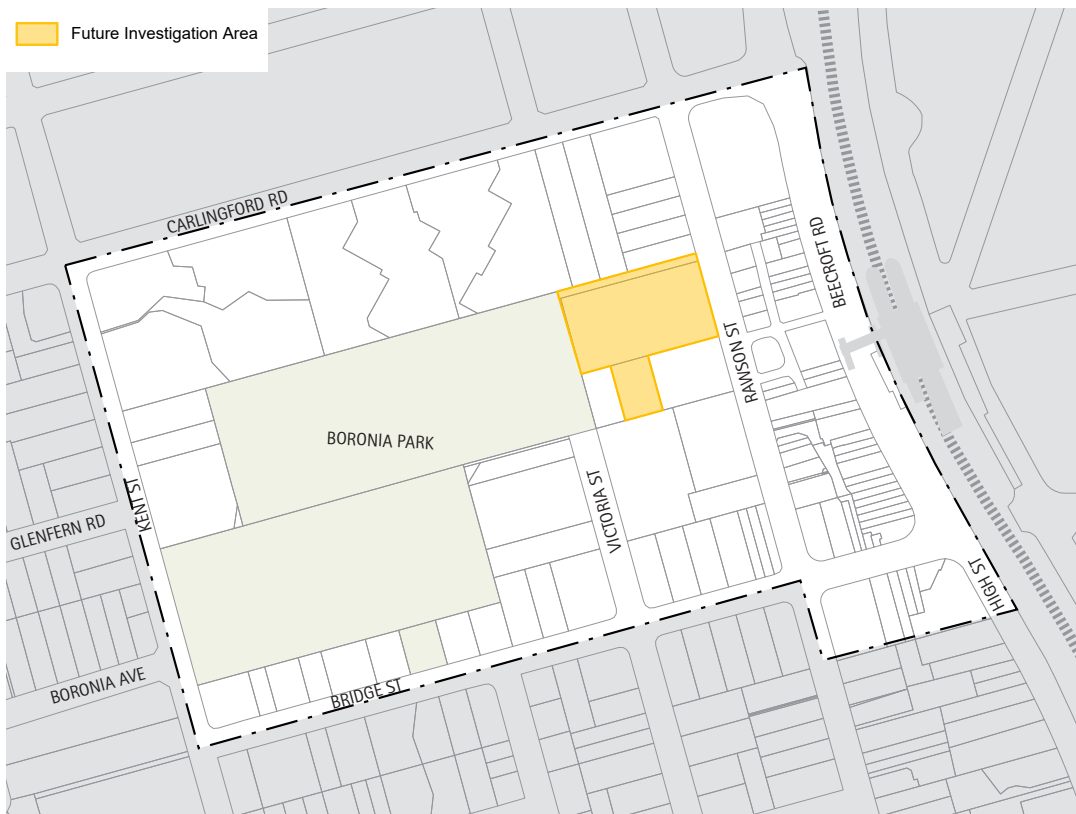


Figure 4.1.5.2
Future Investigation Site

Design Principles

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Pedestrian Connections & Laneways

- P.1 New and existing pedestrian connections, roads and laneways should be enhanced and provided in accordance with Figure 4.1.5.3.
- P.2 New road connections, cycle ways and laneways should be provided to improve through block connections, extend existing connections and improve the interface to Epping Railway Station.
- P.3 New vehicular laneways are to have a minimum width as shown in Figure 4.1.5.4.
- P.4 New pedestrian connections are to have a minimum width of 6 metres and are to be consistent in width for their full length. Where pedestrian connections are proposed to be shared with vehicles, these are to have a minimum width of 6.4 metres.
- P.5 Pedestrian through site links are to:
 - a. Have active ground floor frontages and encourage outdoor dining opportunities;
 - b. Be legible and direct throughways for pedestrians, clear of obstructions (including columns, stairs and escalators);
 - c. Provide public access 24 hours, 7 days per week;
 - d. Be open to the air above and at each end however, Council may consider an 'arcade style' walkway where this replaces an existing arcade;

- e. Have signage at the street entries indicating public accessibility and the street to which the through site link connects.
- P.6 Laneways and through-site links should be dedicated to Council.
- P.7 Where an existing pedestrian link provides access between Beecroft Road and Rawson Street, any re-development of such land is to incorporate a 24-hour pedestrian link between these streets.

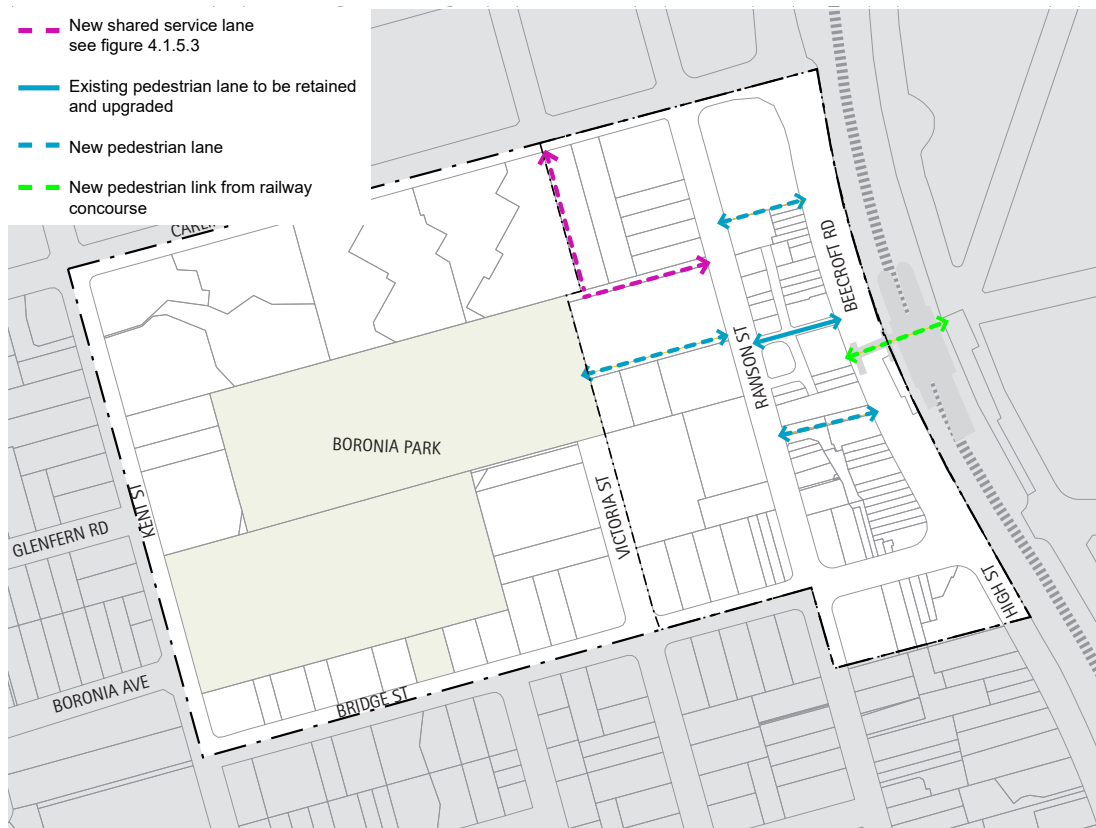


Figure 4.1.5.3
Pedestrian Connections and Laneways

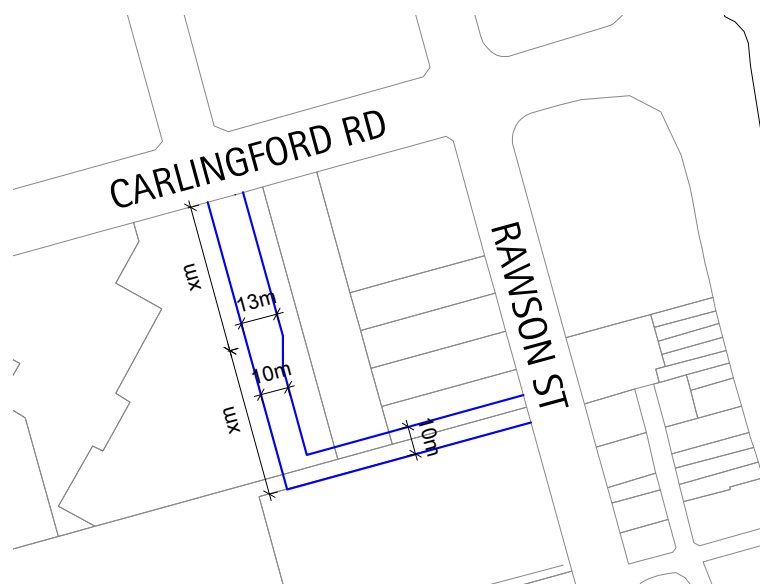


Figure 4.1.5.4
New vehicular laneway

Landscaping & Public Domain

- P.8 The Town Centre Core is to complement the existing landscaped character of the surrounding area. To achieve this, podium planting, particularly along the street edge of a podium, is to be provided as part of development on sites identified at Figure 4.1.5.5.
- P.9 Where podium planting is required, the planting is to be provided as illustrated at Figure 4.1.5.6, with the appropriate soil depth and width as illustrated at Figure 4.1.5.7.
- P.10 Existing street trees are to be protected and maintained. New developments are to provide new street trees along the street frontage in line with Council's specifications as detailed on a Public Domain Plan.
- P.11 A Public Domain Plan is to be provided for all new developments, detailing upgrades to the surrounding public domain network, including foot paving, street tree planting, street furniture and the like. Details shall be in keeping with Council's Public Domain Guidelines and finishes/street trees specified should be in line with Council's preferred palette for Epping Town Centre.

Paving at ground level within private land adjoining the public domain shall be consistent with the treatment provided within the public domain and should appear as an extension of the public domain.

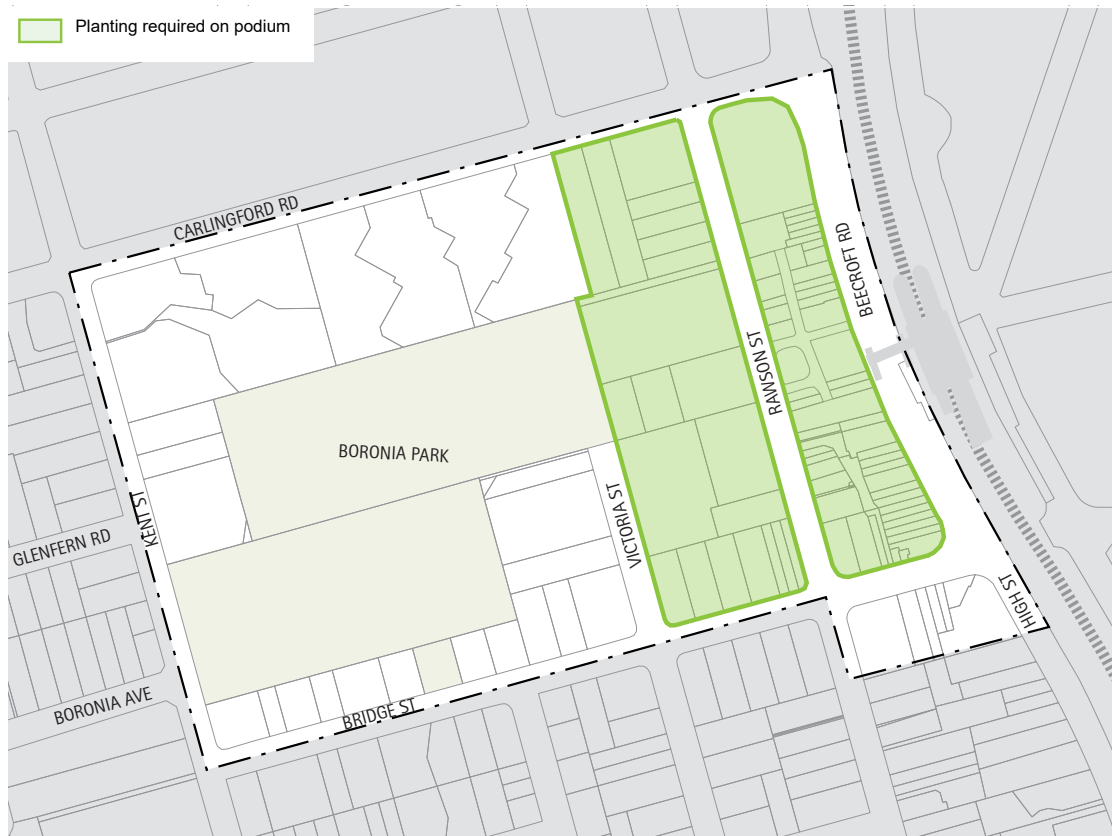


Figure 4.1.5.5
Planting required on podium

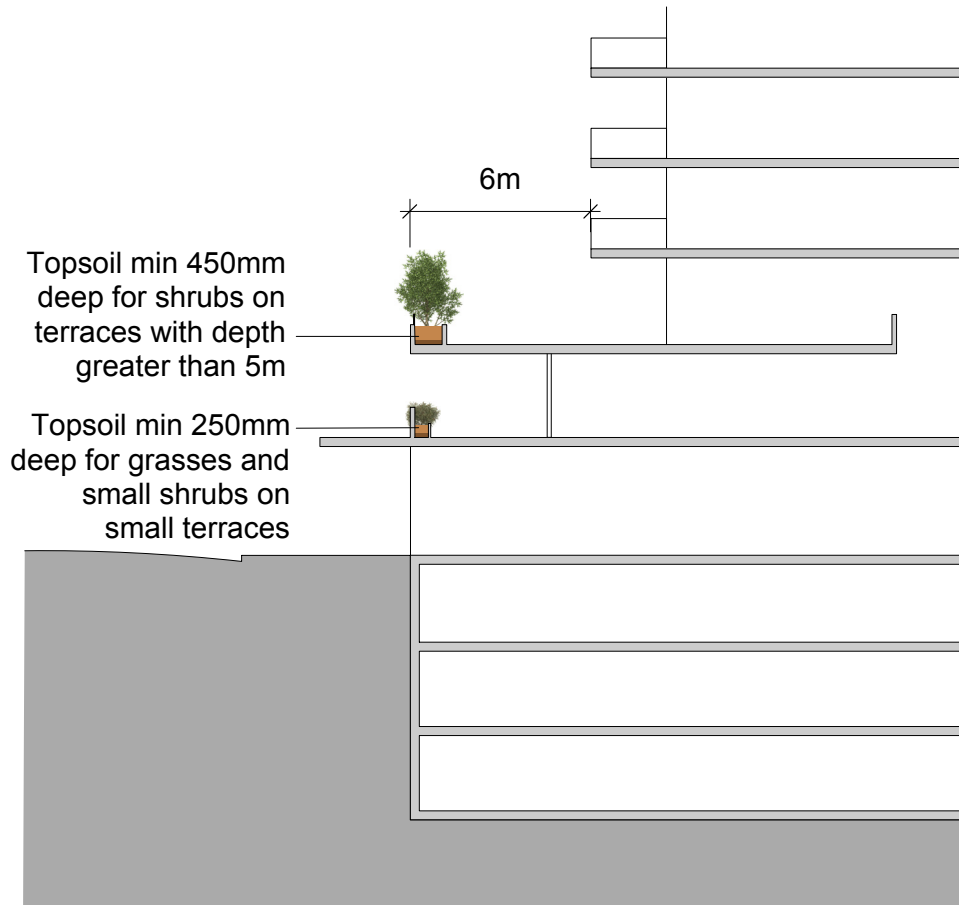


Figure 4.1.5.6
Podium planting provision

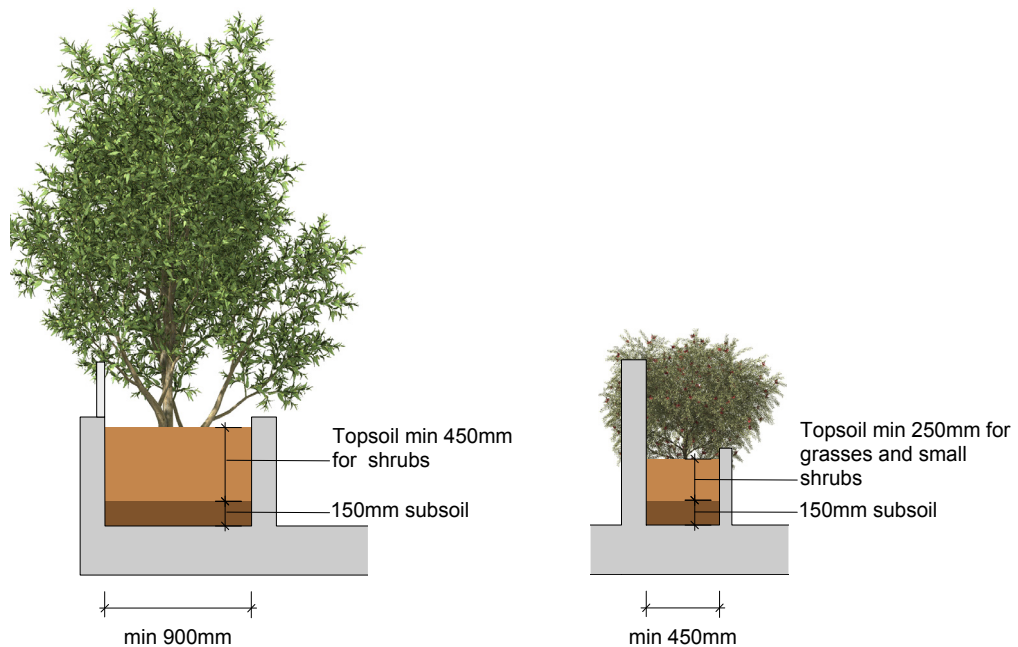


Figure 4.1.5.7
Soil depth and width

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Building Height

- C.1** The height of buildings in storeys should not exceed that corresponding the maximum LEP height in metres under Table 4.1.5.8.

Table 4.1.5.8

Maximum storey height

Zone (Epping Town Centre)	Height in metres under LEP	Maximum number of storeys
R4 High Density Residential	11	3
B2 Local Centre	18	5
	48	15
	72	22

Building Setbacks

Front setbacks

- C.2** Basement car parking, podium and tower building setbacks are to be in accordance with Figure 4.1.5.9 and indicative sections provided at Figure 4.1.5.10, Figure 4.1.5.11 and Figure 4.1.5.12, and any additional controls set out below.
- C.3** Where identified on Figure 4.1.5.9 and Figure 4.1.5.10, the 2 metre ground level setback area along Rawson Street and the 1.5 metre ground level setback area along Beecroft Road, High Street and Bridge Street should be treated as an extension to the footpath to enhance pedestrian amenity and improve opportunities for outdoor dining and an active, lively street. The gradients, finished levels and treatment of this setback area are to match the adjoining footway and detailed on the Public Domain Plan. Access should be made available 24 hours per day, 7 days per week.
- C.4** Podiums are to be a maximum of 2-3 storeys in height. Podiums of 3-4 storeys may be considered along Beecroft Road where the proposed use is to be non-residential.
- C.5** Where the building alignment is setback from the street alignment, balconies or architectural elements may project up to 600mm into front building setbacks, provided the cumulative width of all balconies at that particular level totals no more than 50% of the horizontal width of the building façade.
- C.6** Podium setbacks to new and existing laneways and road extensions are shown in Figure 4.1.5.9 and Figure 4.1.5.10. Podium setbacks can be aligned to the laneway except where accommodating outdoor dining opportunities or where building separation requirements of the Apartment Design Guide seeks increased setbacks.

Note: The building setbacks to existing and desired laneways must ensure that the minimum widths specified in P3 and P4 are achieved. Further separation may be required for appropriate building separation between residential uses.

Side setbacks

- C.7** For the commercial/retail component of development within the B2 Local Centre Zone, a zero side setback is permissible for a building height of up to three

storeys. That component of the development above 3 storeys is to be setback a minimum of 6 metres from the side boundary.

- C.8** In all circumstances residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.

Rear setbacks

- C.9** Development should be setback a minimum of 6 metres from the rear boundary. Within the B2 Local Centre Zone, a zero rear setback may be considered for a maximum height of 3 storeys where a non-residential use adjoins another non-residential use.
- C.10** In all circumstances, residential components of a development must comply with the minimum building separation distances prescribed under the Apartment Design Guide.



Figure 4.1.5.9
Setbacks

Building bulk and depth

- C.11** Building floor plates above the podium are not to exceed the following:
- For residential development, 700m² of gross floor area and 900m² inclusive of balconies, external walls, internal voids etc; or
 - For commercial development, 1,200m² of gross floor area.
- C.12** Floor plates are to be limited to a maximum dimension of 40 metres.

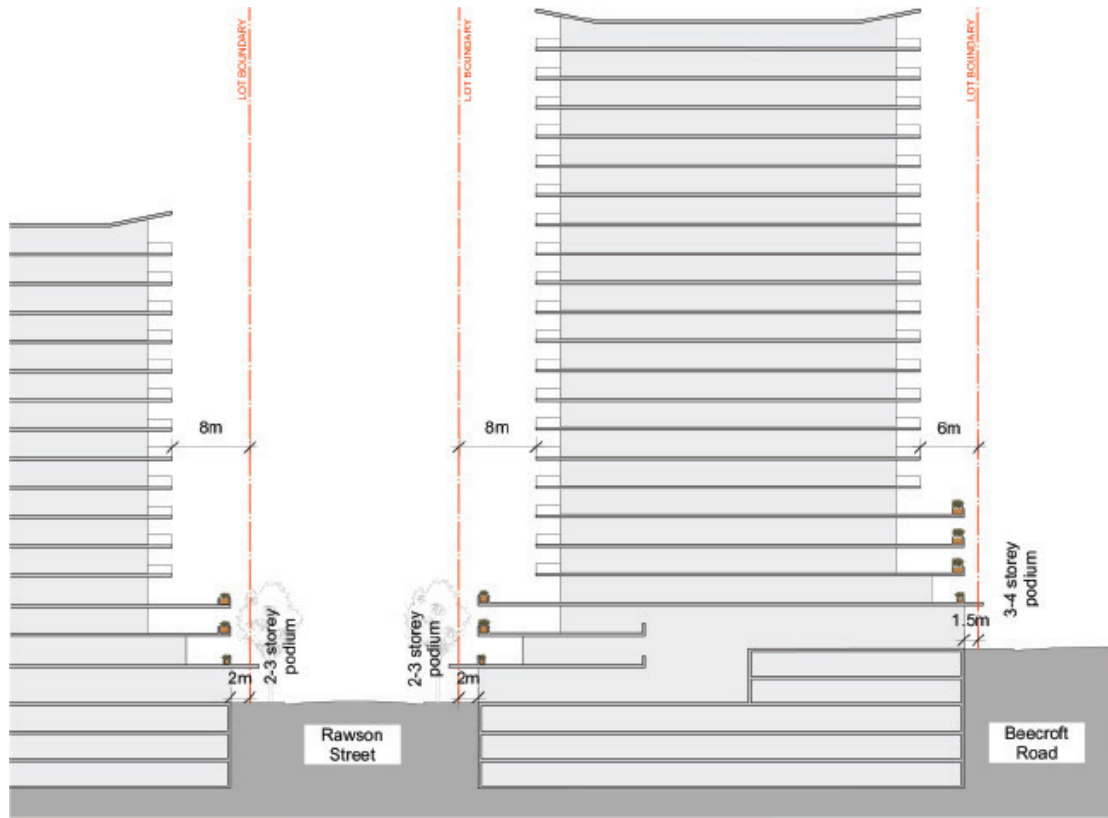


Figure 4.1.5.10
Setbacks to Rawson Street and Becroft Road

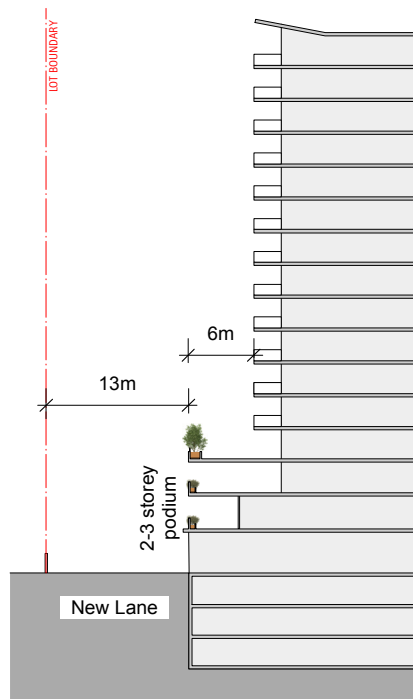


Figure 4.1.5.11
Setbacks to New Lane connecting Carlingford Road and Rawson Street

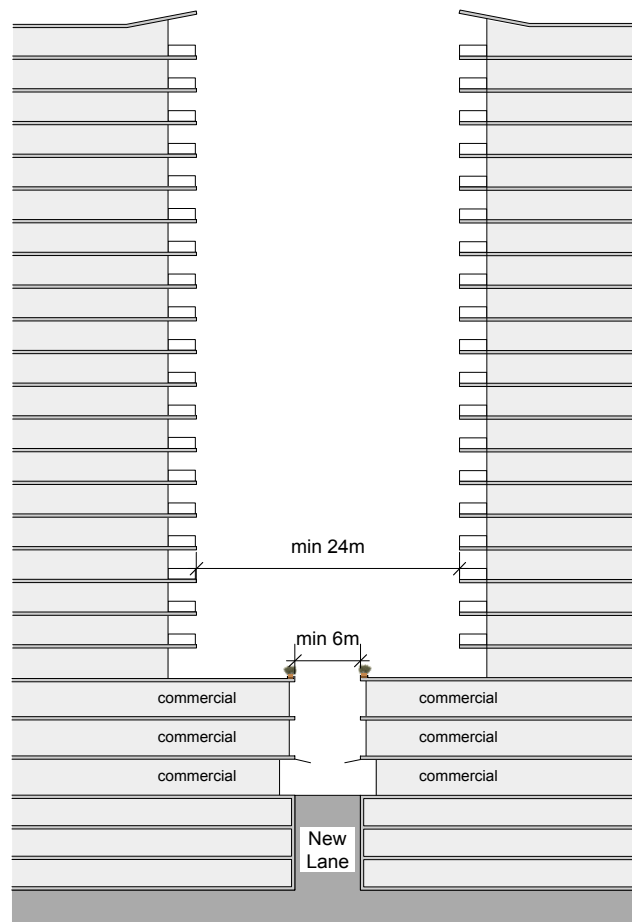


Figure 4.1.5.12
Setbacks to New Lane connecting Rawson Street to Beecroft Road

Minimum site area, frontage and amalgamation

- C.13** Site amalgamation is encouraged to realise the development potential envisaged. For development exceeding six storeys in height, development sites must have a minimum area of 2,000m² with a minimum street frontage of 40 metres.
- C.14** Site amalgamation patterns are to ensure through block amalgamation, particularly between Beecroft Road and Rawson Street.
- C.15** Isolation of small sites may result in poor built form outcomes. The applicant needs to demonstrate how small lots (less than 2,000m²) will not be isolated by new development. Refer to Section 3.7.2 of this DCP – Site Consolidation and Development on Isolated Sites.

Development along Beecroft Road

- C.16** Development to Beecroft Road should incorporate up to four levels of retail and/ or commercial floor space fronting Beecroft Road, to ensure the provision of employment space within the Town Centre and act as a noise buffer between the Railway Line, Beecroft Road and residential development to the west.
- C.17** Development along Beecroft Road and directly opposite Epping Railway Station is to consider the opportunity for a direct overpass connection between the development site and Epping Railway Station.
- C.18** The existing pedestrian bridge over Beecroft Road to the Railway Station is to be maintained, and allow pedestrians to access from Rawson Street through to the Railway Station.

Building Height Transition

- C.19** Development on sites that share a boundary with the R2 Low Density Residential Zone are to be a maximum height of 3 storeys within 15 metres of the shared boundary as shown in Figure 4.1.5.13.
- C.20** In all other cases, where adjoining sites have different height limits, the height transition requirements detailed in Section 3.1.2 – Height Transition of this DCP are to be adhered to.

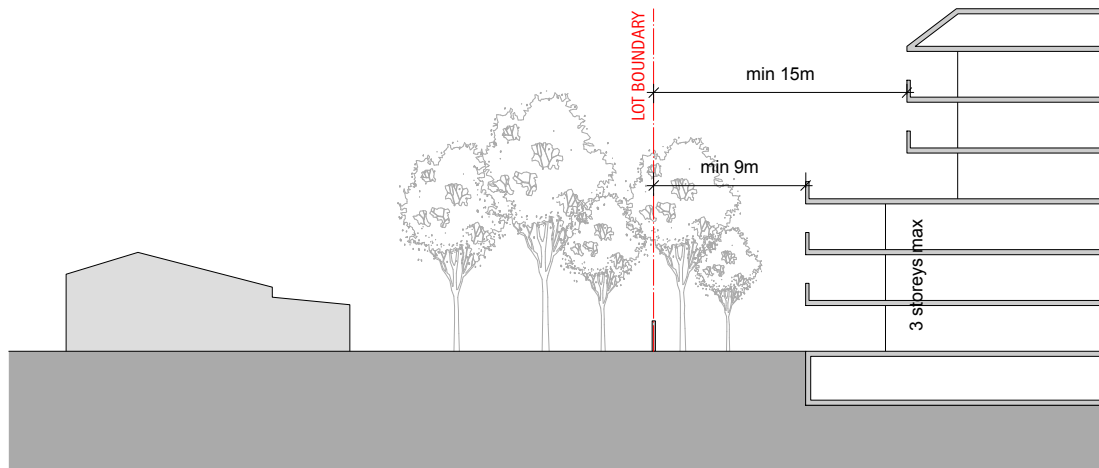


Figure 4.1.5.13
Zone interface controls

Building Design

- C.21** Design of new buildings are to consider adjoining buildings, heritage buildings or buildings included within a Heritage Conservation Area in the in terms of
- appropriate alignment and street frontage heights;
 - setbacks above street frontage heights;
 - appropriate materials and finishes selection;
 - façade proportions include horizontal or vertical emphasis;
 - side and rear setbacks.
- C.22** Balconies and terraces should be provided, particularly where buildings overlook public spaces and on low rise parts of a building. Gardens on the top of setback areas of buildings are encouraged.
- C.23** Façades are to be articulated so that they address the street and add visual interest;
- C.24** External walls are to be constructed of high quality and durable materials and finishes with 'self-cleaning' attributes such as face brickwork, rendered brickwork, stone, concrete and glass. Materials and finishes with high maintenance costs, and those susceptible to degradation or corrosion are to be avoided. The use of lightness and colour of materials is to be used to minimise the impacts of massing and respect lower traditional scale.
- C.25** Opaque and blank walls for ground floor uses in the Town Centre Core are to be limited to a maximum of 30% of the street frontage.
- C.26** Buildings are to be designed to create streetscapes that are characterised by:
- clearly defined edges and corners;

- b. architectural treatments that are interesting and that relate to the design and human scale of existing buildings.
 - c. tall, slender buildings with massing and design that allows for light, separation and views between buildings.
- C.27 Special emphasis is to be given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and incorporation of distinctive features.

Design Quality

- C.28 New buildings within the Town Centre Core are to provide for high quality urban design outcomes. Development Applications for all new buildings within the Town Centre Core are to be referred to the Design Excellence Advisory Panel for review.
- C.29 A Design Competition process is encouraged for all developments greater than 45 metres in height.

Active street frontages and address

- C.30 Active frontages are required as identified at Figure 4.1.5.12. Active frontages are those which have a direct street entry to retail, commercial, or (to minimal extent) residential lobbies.
- C.31 Active frontage uses are to include one or a combination of the following at street level:
- a. entrances to retail;
 - b. shop fronts;
 - c. glazed entries to commercial and residential lobbies occupying less than 50% of the street frontage to a maximum 6 metres of frontage. Glazing is to be clear and not tinted;
 - d. active office uses such as reception, if visible from the street;
 - e. public building if accompanied by an entry;
 - f. café or restaurant if accompanied by an entry to the street;
 - g. other non-residential uses such as business premises.
- C.32 Active frontage controls:
- a. Active frontages are to be at the same general level as the footpath and be accessible directly from the street.
 - b. Where active frontages are not required, non-residential uses at the ground floor should provide clear glazing to the street wherever possible.
 - c. cafés and restaurants should consider providing openable shop fronts.
 - d. Retail, café and restaurant tenancies along streets to which active frontages are required are to have a width of 6-12 metres
- C.33 The following street address controls apply to 'street address' frontages identified at Figure 4.1.5.12.
- a. Residential developments are to provide a clear street address and direct pedestrian access off the primary street front, to allow for residents to overlook surrounding streets.
 - b. On large development sites with multiple street frontages, entrances should be provided to each frontage if possible.

c. Provide direct 'front door' access from ground floor residential units.

C.34 Outdoor dining is encouraged within the Town Centre core, particularly along Rawson Street, as identified at Figure 4.1.5.14. Refer to the City of Parramatta Council's Outdoor Dining policy for more information relating to outdoor dining.

C.35 Continuous awnings are to be provided where active frontages are required by Figure 4.1.5.12. Where active frontages are not required, awnings to street level commercial and retail developments are encouraged for weather protection and pedestrian amenity. New awnings should have the same height, or the average of, the two adjacent awnings.

Vehicle access

C.36 Driveways should be:

- Provided from lanes and secondary streets rather than the primary street, wherever practical.
- Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.
- Located a minimum of 10 metres from the perpendicular of any intersection of any two roads.
- Designed so that vehicles can enter and leave in a forward direction without the need to make more than a three point turn.
- Separated and clearly distinguished from pedestrian access.
- Located at least 1.5 metres from the side boundary with any public domain area, street, lanes or parks, with the setback to be landscaped.

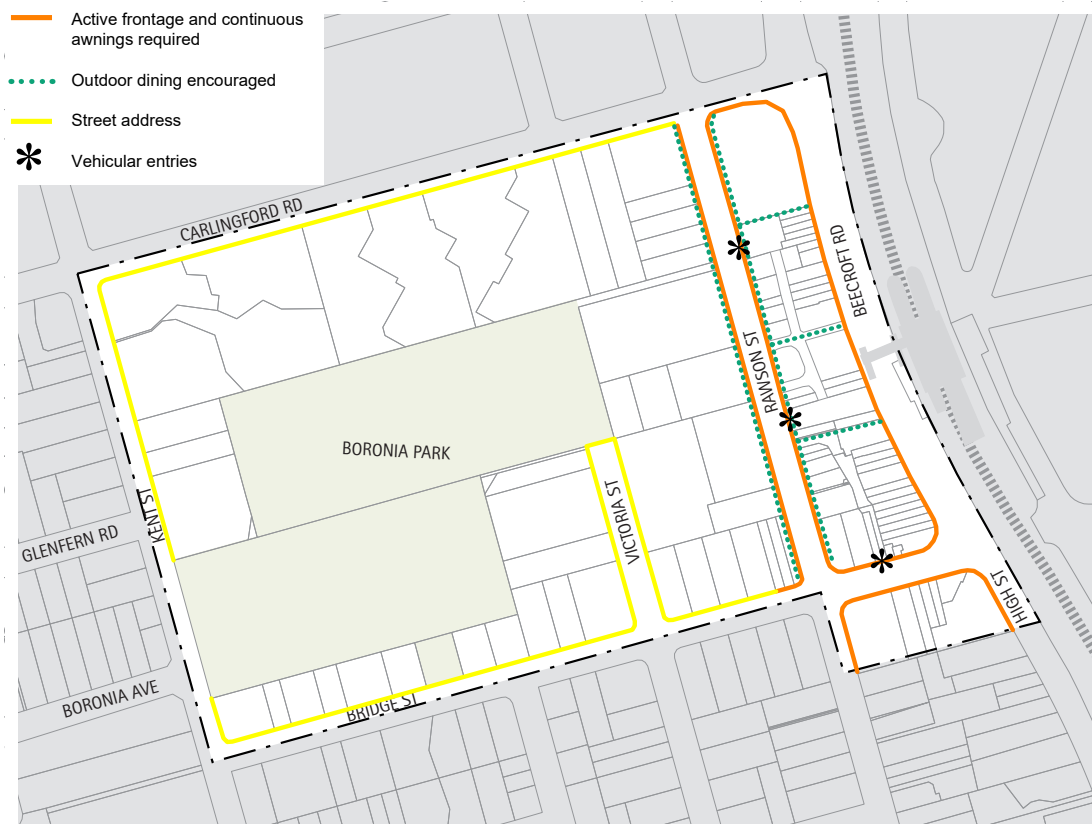


Figure 4.1.5.14
Active frontages, street address, outdoor dining and vehicular entries

- C.37 Shared basements are encouraged to minimise the number of vehicular crossings.
- C.38 A maximum 3 vehicular access points should be provided off the eastern side of Rawson Street. Preferred vehicular access points are identified at Figure 4.1.5.12. Opportunities for amalgamated or shared vehicular entry points are also encouraged along the western side of Rawson Street.
- C.39 No new vehicular access points into a development site are permitted off Beecroft or Carlingford Roads. Any vehicular access required within Rawson Street should take into consideration the potential for shared basement access with adjoining sites.
- C.40 Any site on the western side of Rawson Street, that has two street frontages, is not to be accessed off Rawson Street.
- C.41 Vehicular crossing widths are to comply with AS2890.1.
- C.42 Doors to vehicle access points are to be non-solid roller shutters or tilting doors fitted behind the building façade and to be of materials that integrate with the design of the building and contribute to a positive public domain.

Mixed use developments

- C.43 The ground floor of buildings within the B2 Local Centre Zone are to have a minimum floor to ceiling height of 3.6 metres. All retail and commercial floors above the ground floor are to have a minimum floor to ceiling height of 3.3 metres. The minimum floor to ceiling height for residential floors above the ground floor is 2.7 metres.
- C.44 Commercial service areas in mixed use developments, including loading docks and waste areas, are to be separated from residential access, service areas and primary outlook and must not be visible from the public domain.
- C.45 Within mixed use developments, residential entries and vertical circulation are to be clearly demarcated and separated from commercial entries and circulation. Residential entries should be clearly visible and directly accessible from the street or public domain.
- C.46 Provide security access controls to all entrances into private areas, residential lobbies, car parks and internal courtyards and open space.

Deep soil zones

- C.47 Deep soil zones shall be provided in accordance with Section 3 of this DCP.
- C.48 Locate basement car parking predominately under the building footprint to maximise opportunities for deep soil areas.
- C.49 For non-residential and mixed use developments, areas with soil depths of up to 1.2 metres should be provided in atria, courtyards and boundary setbacks.

Environmental management

- C.50 Wind mitigation:
 - a. A Wind Effects Report is to be submitted with a development application for all buildings greater than 32 metres in height.
 - b. For buildings over 50 metres in height, results of a wind tunnel test are to be included in the development application documentation.

Safety and security

- C.51** The design and use of buildings is to promote active uses fronting public streets and places.
- C.52** Landscaping is to reinforce the public realm without secluding areas where surveillance is limited.
- C.53** The vehicle and pedestrian movement network is to be clearly delineated, including location of car parking near building entries, to minimise opportunities for conflict.
- C.54** Entrances to buildings should be well lit, clear and well defined.

Car Parking

- C.55** Car parking is to be provided below ground in basements within the B2 Local Centre and R4 High Density Residential Zones.
- C.56** Car parking for non-residential, multi-unit residential and mixed use developments is to be provided to the rates set out at Table 4.1.5.14. For other forms of development refer to the applicable rates are in Section 3.6.2 - Parking & Vehicular Access of this DCP.
- C.57** In mixed use developments, residential parking should be secure and separated from parking allocated to the retail/commercial components of the development.

Table 4.1.5.14
Parking Rates

Type	Rate								
Residential									
Studios, 1, 2 and 3+ bedroom apartments	<p>Maximum Car Parking Rate per bedroom</p> <table border="1"> <tr> <td>Studio</td> <td>0.5 spaces</td> </tr> <tr> <td>1</td> <td>0.75 spaces</td> </tr> <tr> <td>2</td> <td>1 spaces</td> </tr> <tr> <td>3 or more</td> <td>1.5 spaces</td> </tr> </table>	Studio	0.5 spaces	1	0.75 spaces	2	1 spaces	3 or more	1.5 spaces
Studio	0.5 spaces								
1	0.75 spaces								
2	1 spaces								
3 or more	1.5 spaces								
	Car parking can be averaged across the residential component of the development.								
Residential visitors	A minimum of 1 space per 10 dwellings								
Accessible parking spaces	Medium and high residential density residential development (including component within mixed use development) – a minimum of 1 space for every adaptable/accessible unit, appropriately designed for use by people with disabilities. Each space must be allocated specifically to the adaptable/accessible unit. Accessible parking is to be designed in accordance with the requirements of relevant Australian Standards.								
Car share spaces	A minimum of 1 space is to be allocated to car share for developments with 50 or more dwellings. If agreement with a car share provider is not obtained then the car share space is to be used for additional visitor parking until such time as a car share provider agreement is obtained.								

Type	Rate
Motorcycle parking	<p>Buildings with less than 25 car parking spaces – A minimum of one motor cycle space is to be provided as separate parking for a motor cycle.</p> <p>Buildings with more than 25 car parking spaces - An area equal to a minimum of one motor cycle space is to be provided as separate parking for motor cycles for every 25 onsite car parking spaces provided, or part thereof.</p> <p>Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.</p>
Bicycle parking	<p>Medium and high density residential (including component within mixed use development) –</p> <p>a) Provide secure bicycle parking for residents at a minimum rate of 1 space per dwelling.</p> <p>b) Provide secure bicycle parking for visitors at a minimum rate of 1 space per 10 dwellings.</p> <p>Secure bicycle spaces for residents can be provided individually (per dwelling) or collectively for the use of all residents within a designated area.</p> <p>Visitor bicycle parking should be provided close to the street entrance of a residential or mixed use development in accordance with Safer by Design principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.</p> <p>Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.</p>
Storage Areas within Car Parking Areas	<p>In medium/high density residential developments, each residential dwelling must have at least 10m³ of storage space provided. This can be provided within the car parking area only where it can be demonstrated that the storage area does not impede area allocated for car parking.</p> <p>Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.</p>
Retail and commercial	
Retail (including cafés, restaurants and the like)	Minimum of 1 space per 60m ² of gross floor area, maximum of 1 space per 30m ² of gross floor area
Commercial (including medial and professional consulting)	Minimum of 1 space per 70m ² of gross floor area, maximum of 1 space per 50m ² of gross floor area
Accessible parking spaces	<p>Commercial – Minimum of 1-2% of all spaces to be provided as readily accessible spaces, appropriately designed for use by people with disabilities.</p> <p>Accessible parking is to be designed in accordance with the requirements of relevant Australian standards.</p>

Type	Rate
Motorcycle parking	<p>Buildings with less than 25 car parking spaces – A minimum of one motor cycle space is to be provided as separate parking for a motor cycle.</p> <p>Buildings with more than 25 car parking spaces - An area equal to a minimum of one motor cycle space is to be provided as separate parking for motor cycles for every 25 onsite car parking spaces provided, or part thereof.</p> <p>Each motorcycle parking space is to be designated and located so that parked motorcycles are not vulnerable to being struck by a manoeuvring vehicle.</p>
Bicycle retail/commercial parking	<p>Bicycle parking for tenants and visitors is required at a minimum rate of 1 bicycle space per 200m² commercial/retail gross floor area or part thereof.</p> <p>Secure bicycle spaces for tenants can be provided individually (per tenancy) or collectively for the use of all tenants within a designated area.</p> <p>Visitor bicycle parking should be provided close to the street entrance of a commercial or mixed use development in accordance with Safer by Design principles and be appropriately designated. Council's consent will be required where visitor bicycle spaces are proposed on Council's footpath.</p> <p>Bicycle parking and access should ensure that potential conflict with vehicles are minimised. Bicycle parking should be designed in accordance with AS 2890.3 Parking Facilities – Bicycle Parking Facilities.</p>
Storage Areas within Car Parking Areas	<p>Where storage space is provided adjacent to car parking areas or within designated car parking spaces, it shall not impede or reduce the area allocated for car parking requirements as set out in the AS 2890 Parking Facilities series, including parking for bicycles and motor cycles.</p>

Type	Rate
	<p>The number of car parking spaces currently provided on site in connection with the existing use shall not be reduced as a result of any new development.</p> <p>Applications that depart from the on-site parking rate specified in Table 4.1.5.15 above must be accompanied by a Car Parking Demand Assessment demonstrating the justification for any departure from parking rates and addressing at minimum the following matters:</p> <ol style="list-style-type: none"> a) Any relevant parking policy. b) The availability of alternative car parking in the locality of the land, including: <ul style="list-style-type: none"> ▪ efficiencies gained from the consolidation of shared car parking spaces on the same site, ▪ public car parks intended to serve the land, ▪ extent of existing on-street parking in non residential zones, ▪ extent of existing on-street parking in residential zones, ▪ the practicality of providing car parking on the site, particularly for constrained development sites, ▪ any car parking deficiency associated with the existing use of the site, ▪ local traffic management in the locality of the site, ▪ the impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas, ▪ the need to create safe, functional and attractive parking areas, ▪ access to or provision of alternative transport modes to and from the land, and, ▪ the character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome. <p>Before granting approval to depart from on-site parking rates specified in Table 4.1.5.15, Council will consider the Car Parking Demand Assessment and any other relevant planning consideration.</p>

4.1.6 Granville Town Centre

Desired Future Character

The Granville town centre precinct will continue to be a vibrant place with a variety of activities within and surrounding the centre. This will be achieved through a mix of uses, building heights and densities to support the role and function of Granville. Throughout the precinct new development is to retain and enhance the heritage character of the precinct. Specific characteristics for parts of the town centre are detailed below.

Parramatta Road Corridor: Parramatta Road is to accommodate non-residential development including business and office uses, light industries and specialised 'retail' developments that require large floor plates. New development is to be set back from the roadway to improve pedestrian amenity.

Mixed use development: to be located between the railway line and Cowper Street with increased height limits and floor space ratios permitted on larger sites. The amalgamation of lots will be required to achieve the maximum building heights and floor space ratios prescribed in the Parramatta LEP 2011. Where the required site amalgamation does not occur, reduced building heights and floor space ratios apply (refer to the Parramatta LEP 2011). The prescribed maximum floor space ratios may not be wholly achievable on all sites due to urban design considerations or site configuration. Residential development will be located away from Parramatta Road to minimise adverse amenity impacts. The interface between development along Parramatta Road and residential development to the rear will be carefully designed to ensure that privacy and visual amenity are managed and protected.

Retail Centre: New development in the main retail precincts north and south of the railway line will be consistent with the scale and fine grain form of existing development. Active ground level frontages are to be provided, with at grade pedestrian access. The existing street pattern, including rear lanes, will be retained to reflect the main streets' historical context. Shop top housing is encouraged and will be set back from the street alignment in order to respect pedestrian scale of the existing streetscape.

Residential zone: New residential development in Enid and Diamond Avenues facing Granville Memorial Park and pool will provide a residential edge to frame the public open space. New development is to maintain the heritage character and narrow subdivision pattern in the heritage conservation areas, and areas south of William Street and west of Duck Creek.

Note: This section is to be read in conjunction with Section 4.3.7 Granville Precinct which provides for additional development controls of specific sites within the Granville Precinct.

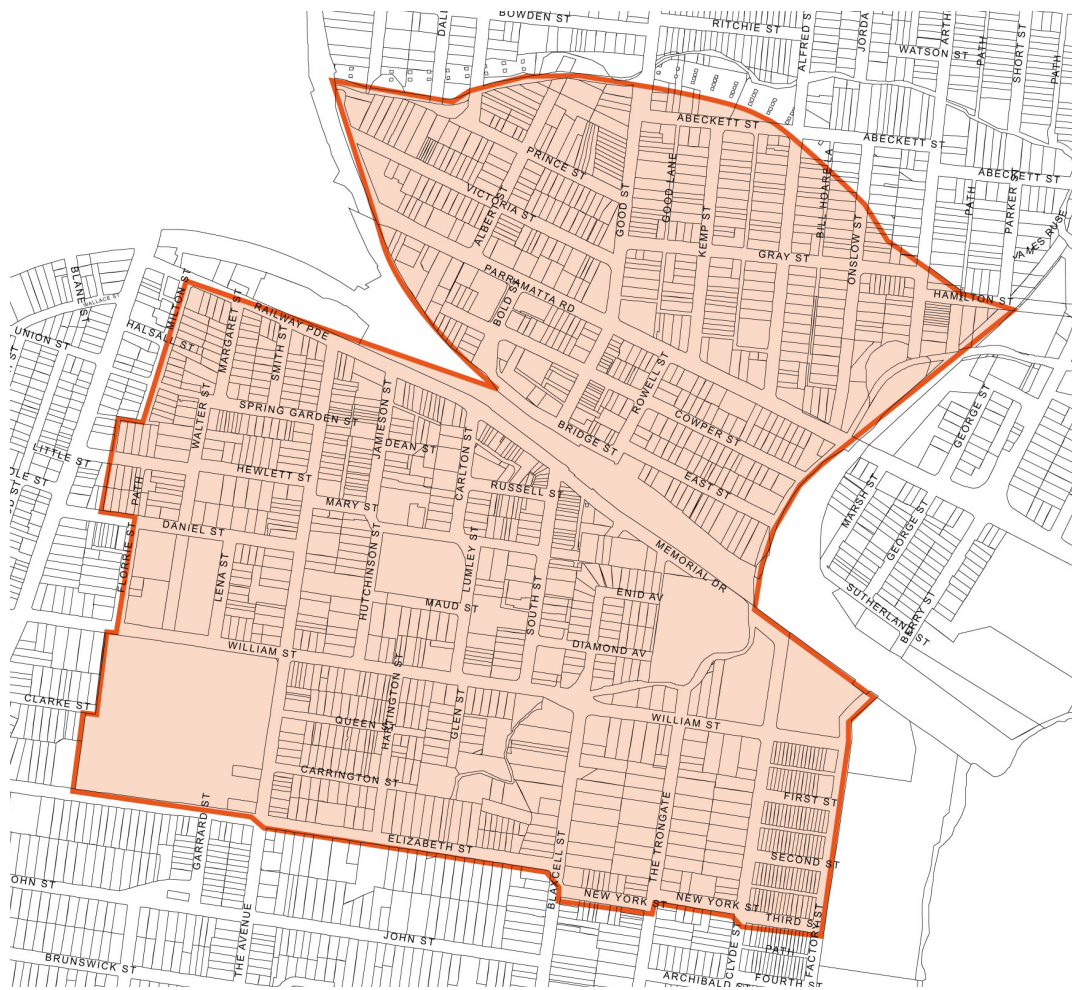


Figure 4.1.6.1
Granville Town Centre Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development provides a strong interface to Granville Railway Station, Parramatta Road, South Street and Good Street.
- O.2 To ensure that new development maintains the character and function of South Street as a main retail/commercial street by continuing the fine grain pattern of retail and commercial uses.
- O.3 To ensure that new development responds well to existing heritage items.
- O.4 To ensure new development within the mixed use area provides active ground floor uses to increase the safety, use and interest of the area.
- O.5 To ensure new buildings within the mixed use area provide articulation and an attractive composition of building elements.

Investigation Areas

- a. As shown in Figure 4.1.6.3 Council will investigate the potential for redevelopment of the bus interchange and car park to provide for a mix of community, residential and commercial uses.

- b. Council will investigate the block bound by Railway Parade, Mary, Carlton and Jamieson Streets as shown in Figure 4.1.6.1. Development in this location will need to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing. In addition, the proportion and massing of buildings is to relate favourably to that of existing building patterns in the street.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections, roads and laneways should be provided in accordance with Figure 4.1.6.3. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New road connections and laneways should be provided to improve through block connections, remove dead end streets, extend existing connections, improve serviceability of retail development and improve the interface to the railway line.
- P.3 Properties facing South Street are to form an extension of existing laneways to the rear to provide for vehicular access and servicing needs of development in the B2 Local Centre zone. The laneways will need to be located over or abutting the B2 Local Centre Zone.
- P.4 New street links are to match the width of the existing public road that it forms and extension of. New laneways are to have a minimum width of 6 metres.
- P.5 New pedestrian links are to improve through block connections and provide better links to and from Granville Railway Station.
- P.6 New pedestrian connections are to have a minimum width of 3 metres and are to be consistent in width for their full length.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

- C.1 **Front building setbacks are to be in accordance with Figure 4.1.6.3 and any additional controls set out below:**
 - a. **For development along Parramatta Road, setbacks shown in Figure 4.1.6.3 apply to the first 4 storeys (15 metres) of development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.**
 - b. **For development along Good Street, setbacks shown in Figure 4.1.6.3 apply to the first 3 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.**
 - c. **For development in the B2 Local Centre zone, south of the railway line, setbacks shown in Figure 4.1.6.3 apply to the first 3 storeys of development. Remaining storeys are to be setback an additional 3 metres. Balconies are not to encroach the upper level set back area.**
 - d. **For development in the B4 Mixed Use zone, south of the railway line, setbacks shown in Figure 4.1.6.3 apply to the first 2 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.**

- e. For development in the B4 Mixed Use Zone with frontage to Mary, Jamieson and Carlton Streets, the front setback to be between 5 and 9 metres.
 - f. For development in the R4 High Density Housing Zone, south of the railway line, setbacks shown in Figure 4.1.6.3 apply to the first 4 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies may encroach the upper level setback (levels 5 and 6 only) for a maximum depth of 1 metre.
 - g. For development in the B4 Mixed Use zone between Parramatta Road and the railway line, setbacks shown in Figure 4.1.6.3 apply to the first 4 storeys (15 metres) of development. An additional 3 metre upper level setback applies to any portion of development above 4 storeys (15 metres) in height.
- C.2 Side and rear building setbacks are to be in accordance with Figure 4.1.6.3 and the below controls:**

Rear Setbacks

- a. **B2 Local Centre Zone**
A zero rear setback is allowable for development in the B2 Local Centre Zone.
- b. **B4 Mixed Use Zone**
A minimum rear setback of 9 metres is required for development up to 25 metres in height.
A minimum rear setback of 12 metres is required for development above 25 metres.
- c. **B6 Enterprise Corridor Zone**
A minimum rear setback of 4 metres is required.

Side Setbacks

- a. **B2 Local Centre Zone**
A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.
- b. **B4 Mixed Use Zone**
A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.
- c. For any portion of development above 4 storeys (15 metres) in height, a minimum side setback of 9 metres is required for habitable rooms and a minimum side setback of 6.5 metres is required for non-habitable rooms.
- d. **B6 Enterprise Corridor Zone**
A zero side setback is allowable for development up to 6 storeys (21 metres) in height.

Side Setbacks (Addressing Lanes)

- e. Where lanes are indicated in Fig 4.1.6.3 (see Front Setbacks above), half of the width of the lane is to be provided by each adjoining property. For passive surveillance and a high quality public domain, continuous full length blank walls are discouraged to lanes. Streetscape setbacks to lanes are shown in Figure 4.1.6.4. For visual and acoustic privacy the following additional setbacks are required.

6 Metre Wide Lanes

- f. Development up to 4 storeys (12 metres) in height are to be setback a minimum of 1.5 metres from the lane where there are non-habitable rooms and setback a minimum 3 metres where there are habitable rooms.

- g. For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 3.5 metre setback to the lane is required for non-habitable rooms and a minimum 6 metre setback to the lane is required for habitable rooms.

3 Metre Wide Lanes

- h. For privacy of buildings up to 4 storeys a minimum 3 metre setback to the lane is required for non-habitable rooms and a minimum 4.5 metre setback to the lane is required for habitable rooms.
- i. For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 5 metre setback to the boundary is required for non-habitable rooms and a minimum 7.5 metre setback for habitable rooms.
- C.3 To achieve a continuous street edge development in the B2 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development.
- C.4 Building setbacks to existing and desired laneways should be designed to activate the laneway while still allowing for the servicing needs of development.
- C.5 Where development proposes of adjoins residential development greater than 2 storeys in height, building separation requirements prescribed by the Apartment Design Guide published by the NSW Department of Planning and Environment should be achieved.
- C.6 The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites.

Site Frontage

- C.7 The minimum site frontage for development in B4 Mixed Use zone or B6 Enterprise Corridor zone on land between Parramatta Road and the railway line is to be in accordance with the following table:

Table 4.1.6.2
Minimum site frontage

Site Area	< 950m ²	950m ² - 2100m ²	> 2100m ² - 3200m ²	> 3200m ²
Minimum frontage (m)	24	30	45	60

Land Amalgamation

- C.8 The preferred pattern of land amalgamation is to be side by side to maximise lineal street frontage and to encourage east west built form for good solar access, as shown in Figure 4.1.6.5.

Landscaping and Deep Soil

- C.9 In the B6 Enterprise Corridor zone along Parramatta Road, a minimum of 20% of the site is to be a deep soil zone.
- C.10 In the B4 Mixed Use zone between Parramatta Road and railway line, a minimum of 30% of the site is to be a deep soil zone, and not less than 40% of the site is to be landscaped.
- C.11 The required deep soil areas are to be predominantly located at the rear of the site to provide a landscape corridor and visual screening between buildings.

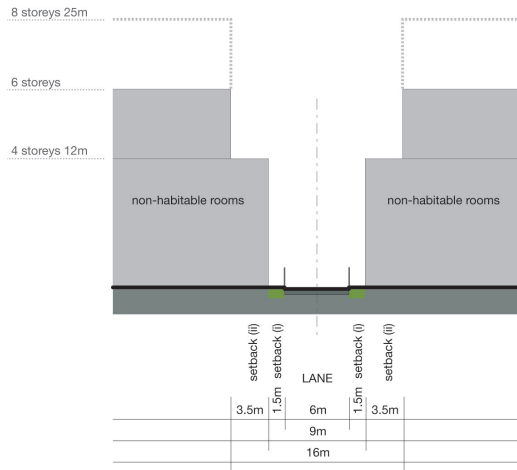
- C.12** Where a front building setback is required as shown in Figure 4.1.6.3 (with the exception of Parramatta Road), the front setback area is to be landscaped. Provision of street trees is required in this area.
- C.13** For development fronting Parramatta Road, the setback area is to form an extension of the footway. Landscape planting including street trees is encouraged.

Development between Parramatta Road and Railway Line

- C.14** Residential and commercial apartments are to be designed to enable casual surveillance of public spaces.
- C.15** For development greater than 15 metres in height, buildings with large floor plates, must be expressed as separate building elements.
- C.16** For development greater than 15 metres in height the horizontal dimension of any building façade must not exceed 35 metres.
- C.17** For development greater than 15 metres in height the maximum floor plate area of a nonresidential buildings is 480m², with a maximum depth of 25 metres.
- C.18** For commercial buildings, the maximum building depth is 25 metres.
- C.19** Use light wells and courtyards to improve internal building amenity and cross ventilation.
- C.20** The roof forms of all buildings are to add interest to the skyline.



Recommended Controls - 6m Lane Section



Recommended Controls - 3m Lane Section

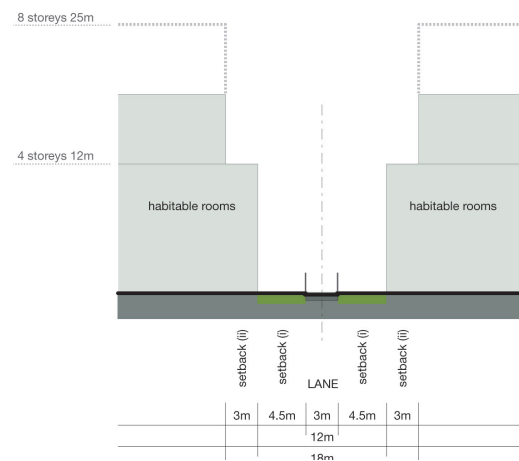
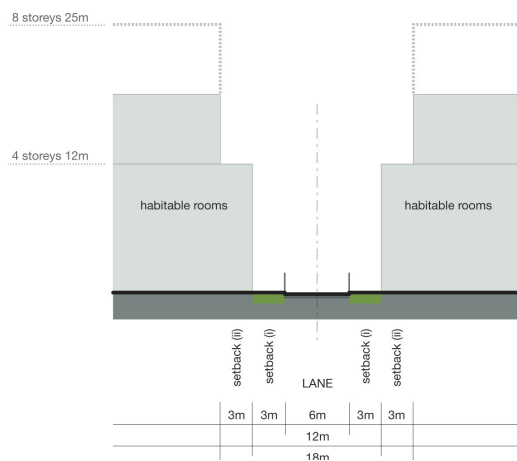
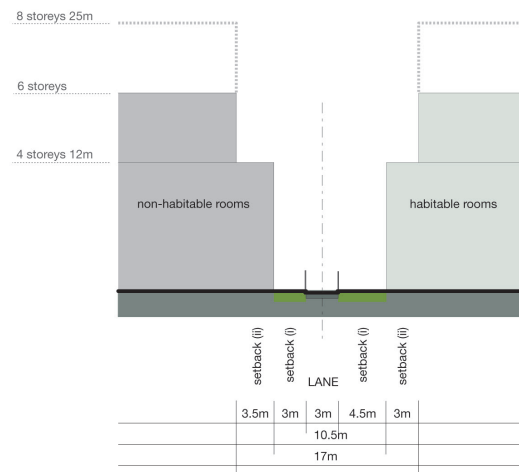
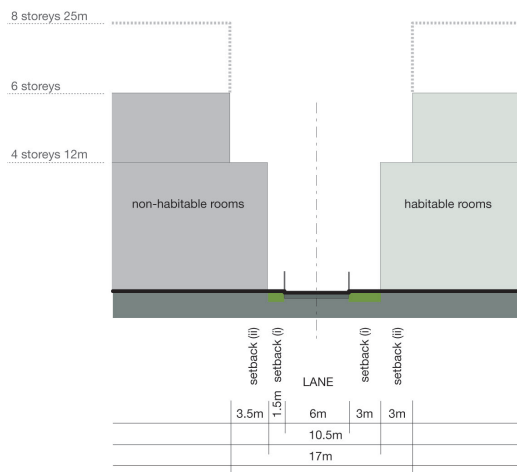
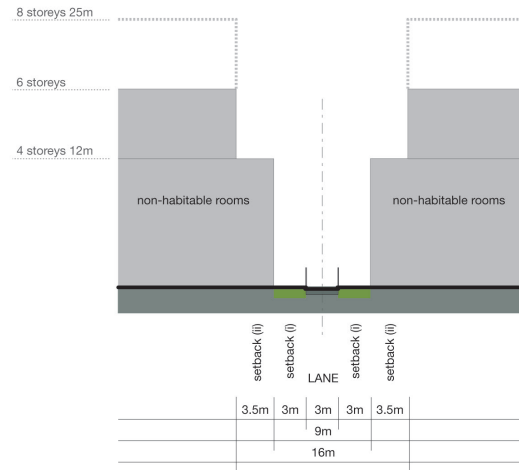


Figure 4.1.6.4 Lane and Street Sections

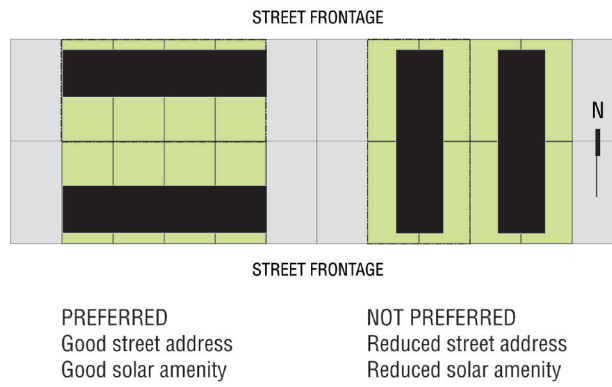


Figure 4.1.6.5
Preferred Street Frontage condition

4.1.7 Guildford Precinct

Desired Future Character

New development is to retain and enhance the character and function of Guildford Road as a 'main street' with active ground level uses. New development will be designed to respect and preserve the significance and contribution of heritage to the character and identity of the precinct. The design intent is to retain the human scale of development along Guildford Road and to retain the existing street pattern as a reflection of the main street's historical context.

New residential development in the form of residential flat buildings and multi dwelling housing will be located on the areas surrounding the town centre and the railway station. New development adjoining Railway Terrace should provide a strong interface to the roadway and nearby station reinforcing its role as a pedestrian and vehicular link between the railway station, the main street and nearby public open spaces. Development along Railway Terrace opposite the railway station is to provide an address to the station and development is to be designed to cater for retail and business uses at ground level.

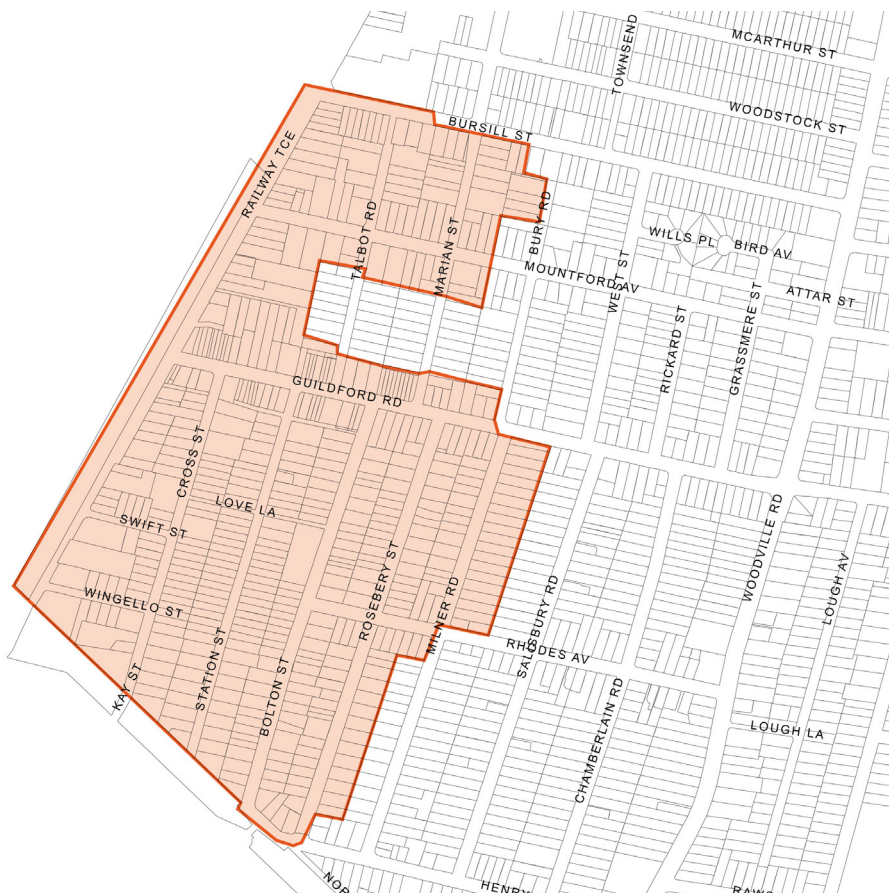


Figure 4.1.7.1
Guildford Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development provides a strong interface to Guildford Road and Railway Terrace.
- O.2 To ensure that new development maintains the character and function of Guildford Road as a main retail/business street by continuing the fine grain pattern of retail and business uses.

O.3 To ensure that new development responds well to existing heritage items.

Investigation Areas

- a. Opportunities for a new area of open space area is to be investigated in proximity to the higher density housing in the precinct, to the south of Guildford Road. This area will provide a small local park to increase outdoor recreation opportunities for the local community.
- b. Council will investigate the potential for redevelopment of land shown on Figure 4.1.7.2 to make this a more active area with improved amenity, safety and accessibility whilst maintaining and enhancing the existing community activity associated with the library and community centre. Any redevelopment of this area should also provide improved and increased public open space in the form of a public square or similar.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.7.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New shared pedestrian and vehicular laneway links provided to properties facing Guildford Road are to form an extension of existing laneways and are to provide for vehicular access and servicing needs of development in the B2 Local Centre zone. The laneway will need to be located over or abutting the B2 Local Centre Zone.
- P.3 Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- P.4 New pedestrian links are to improve through block connections and provide links from the main street into existing car parking areas.
- P.5 New pedestrian connections are to have a minimum width of 3 metres, being consistent in width for its full length.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

C.1 Building setbacks are to be in accordance with Figure 4.1.7.2 and any additional controls set out below:

- a. **The nil setback shown along Railway Terrace applies to the first 3 storeys of development. Where taller buildings are permitted, additional storeys shall be setback a minimum of 3 metres from the front boundary as shown in Figure 4.1.7.2.**

Balconies may encroach the upper level setback area as shown on Figure 4.1.7.3 as follows:

- **An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.**
- **Balconies may extend 1 metre into the setback area for the uppermost storey.**

C.2 Where a nil front setback is shown on Figure 4.1.7.2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.

C.3 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

Ground Level Land Uses

C.4 Where a nil setback is shown on Figure 4.1.7.2 along Railway Terrace, development with non-residential ground level uses is desired to encourage an active street frontage.



Figure 4.1.7.2
Setbacks, Pedestrian links and laneways

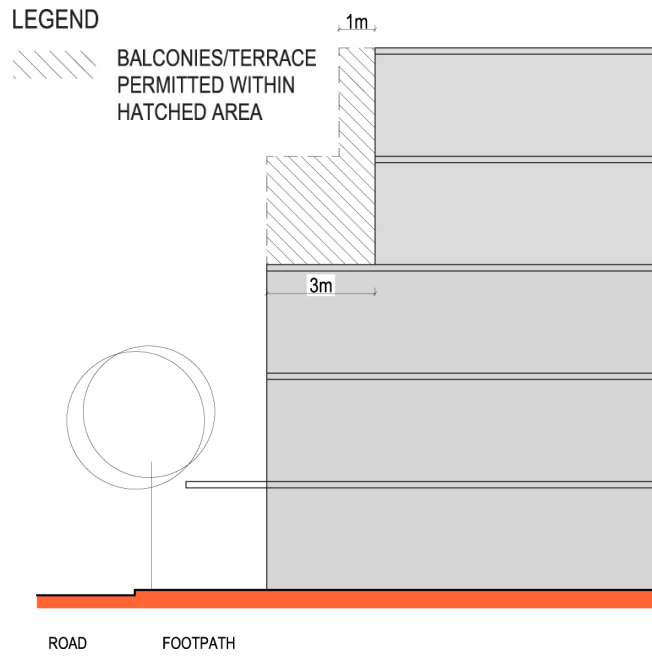


Figure 4.1.7.3
Upper Level building setbacks

4.1.8 Merrylands Precinct

Desired Future Character

New development is to provide an address to Merrylands Railway Station, Railway Terrace and Merrylands Road. New residential development in the form of residential flat buildings and multi dwelling housing will be located in the areas surrounding the local retail centre and the railway station, generally north of Albion Avenue. The highest densities will be located along Railway Terrace transitioning downward to the east. Low density housing will be retained south of Albion Avenue.

The role of the existing local shopping strip in Merrylands Road is to be retained with opportunities for additional retail and business uses to be extended along Railway Terrace. This additional retail area will increase services for the local community and will improve the pedestrian connection to existing and proposed high density development north of Mombri Street.



Figure 4.1.8.1
Merrylands Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development provides a strong interface to Railway Terrace and Merrylands Road.
- O.2 To ensure that new development at the intersection of Railway Terrace and Merrylands Road is well defined and reflects the gateway to Merrylands Railway Station.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections and laneways should be provided in accordance with Figure 4.1.8.1. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.

- P.2 New shared pedestrian and vehicular laneway links to the rear of properties within the B4 Mixed Use Zone and are to provide for vehicular access and servicing needs of development. The laneway will need to be located over or abutting the B4 Mixed Use Zone.
- P.3 Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- P.4 New pedestrian links are to improve through block connections and are to have a minimum width of 3 metre, being consistent in width for its full length.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

C.1 Front building setbacks are to be in accordance with Figure 4.1.8.3 and any additional controls set out below:

- a. The 2 metre setback shown along Railway Terrace, between Merrylands Road and Smythe Street, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the front boundary as shown in Figure 4.1.8.3.

Balconies may encroach the upper level setback area as shown on Figure 4.1.8.3 as follows:

- An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
- Balconies may extend 1 metre into the setback area for the upper 2 storeys.



Figure 4.1.8.2
Building Setbacks

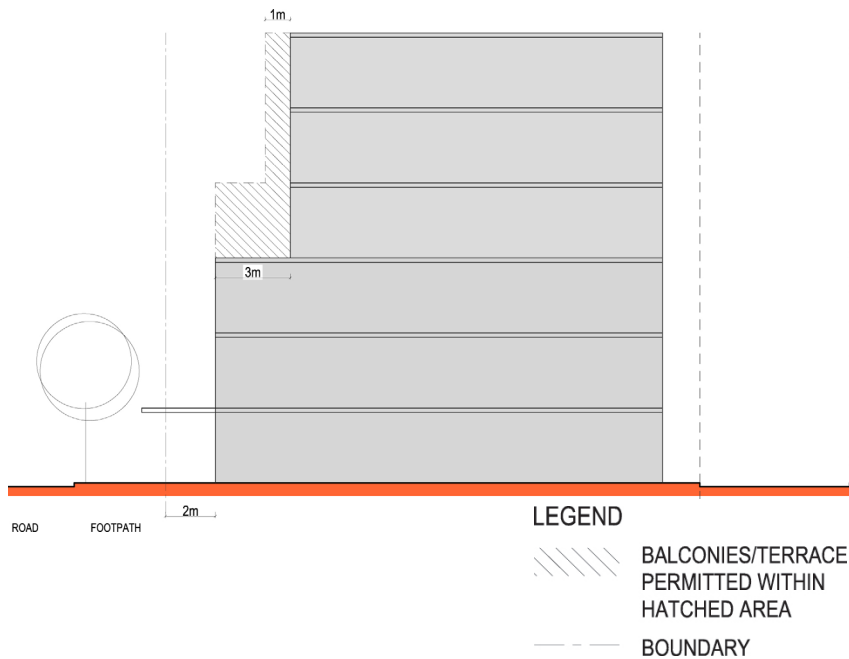


Figure 4.1.8.3
Building Setbacks Section

- C.2** The 2 metre front setback area to Railway Terrace, between Merrylands Road and Smythe Street, is to be suitably treated to form an extension of the adjoining footway. This area may also be used for outdoor dining, landscaping and the like.
- C.3** Where it will not have a detrimental impact upon adjoining development, a nil side setback should be provided for development in the B1 Neighbourhood Centre Zone and B4 Mixed Use Zone (between Merrylands Road and Smythe Street) to provide a continuous street edge.
- C.4** Sites which have frontage to Railway Terrace should provide address to Railway Terrace as the primary frontage.
- C.5** Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

Ground Level Land Uses

- C.6** For new development along Railway Terrace between Merrylands Road and Smythe Street ground floor uses are to be active and non-residential with at-grade pedestrian access.

4.1.9 Morton Street Precinct

Desired Future Character

The Morton Street Precinct is located adjacent to the Parramatta CBD with the capacity to accommodate more residential growth and supporting infrastructure. It will undergo managed growth and change in its urban form with anticipation of a mix of housing types with mixed use community activity centred on Morton Street.

New pedestrian and vehicular links will create better connections within the precinct and access to the Parramatta River. The river foreshore will provide a strong recreational and communal focus for the precinct and beyond. It will include an important riverside pedestrian and bike link between the Parramatta CBD and the University of Western Sydney. In the short term, the precinct's larger sites will undergo change. This renewal will set the design and quality benchmark for other development within the precinct.

The built form will include some taller building elements along north / south orientated sites to reduce visual bulk, encourage more modulation, reduce overshadowing and encourage dual aspect apartments for enhanced access to sunlight and breezes. The building form for east / west sites will be lower in height to optimise solar access to private and public open space and allow view corridors from the south. Taller, slender "statement" buildings will be located along the foreshore to enable a strong visual relationship between the precinct and the CBD, mark the entry to Parramatta and provide a punctuated built edge to the river.

New pedestrian and vehicular links will create better connections between the site and the Parramatta River foreshore. The river foreshore will provide a strong recreational and communal focus. It will include an important riverside pedestrian and cycleway to facilitate the link between the Parramatta CBD and the University of Western Sydney.

The development of the precinct will allow for a greater emphasis and recognition of the riverside location and the opportunity for enhancing the foreshore and public domain with development that is both well-designed and strongly related to the river. The connection of the north and south banks of the river with a pedestrian bridge will be explored to provide better linked communities across the river.

Redevelopment will preserve views and vistas, particularly views of historical significance and other important views as described in Section 2.4.1



Figure 4.1.9.1
Morton Street Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development:
- Provides buildings with articulation and an attractive composition of building elements.
 - Results in minimal overshadowing of adjoining development, particularly windows of living areas, solar collectors and outdoor recreation areas.
 - Provides building separation that supports private amenity.
 - Provides active ground floor uses along Morton Street to increase the safety, use and interest of the street.
 - Provides open space areas by way of an internal common area courtyard and / or private open space being an extension of the main living areas of individual apartments.
- O.2 To encourage perimeter block development with a strong relationship between buildings and the streetscape, and providing a central common open space for the benefit of residents.
- O.3 To ensure development fronting the public domain and foreshore provides a visual and physical connection to this area to improve surveillance and safety.

Design Controls

In addition to the following controls, development must comply with the relevant development standards set out in Parramatta LEP 2011, and any relevant controls set out in Parts 2 and 3 of this DCP. Where there is any inconsistency between Parts 2, 3 and 4 of this DCP, the controls within Part 4 will prevail where they apply to this precinct.

The Morton Street Precinct is split into three areas, as follows:

- Area 1 - Riverfront
- Area 2 - Morton Street – West
- Area 3 - Morton Street – East
- Area 4 - No. 2 Morton Street

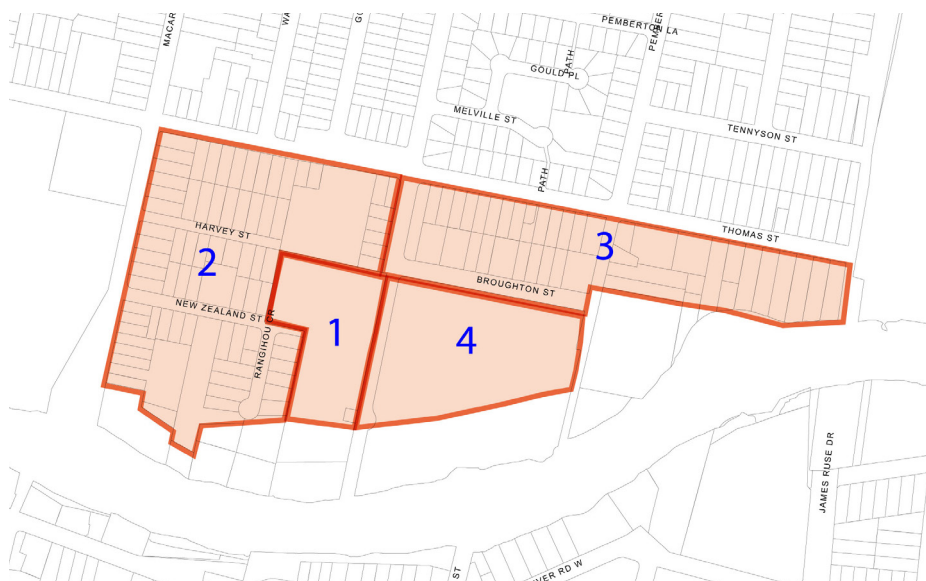


Figure 4.1.9.2
Morton Street Areas

Areas 1 and 4 are to be developed as large single parcels, without further subdivision prior to their development, to ensure that development occurs in an integrated manner, resulting in perimeter style arrangement of buildings, defining the streets, facilitating the provision of communal open space and pedestrian connections.

Areas 2 and 3 shall also adopt a perimeter style of development but building typologies are likely to be more diverse with land along Thomas Street responding more closely to the suburban environment to the north and north-west towards Victoria Road. The areas are shown in Figure 4.1.9.2.

Indicative Building Envelopes

- C.1** Development in Area 1 - Riverfront must be in accordance with the indicative building envelopes as shown in Figure 4.1.9.3.
- C.2** Development in Areas 2 and 3 - Morton Street East and West must explore and assess the context of the site in relation to the indicative building envelopes, as shown in Figure 4.1.9.3. However, alternative design solutions to that of the indicative building envelopes may be acceptable in Areas 2 and 3 if it can be shown that the design will:
 - a. achieve a positive and cohesive relationship with other buildings;
 - b. achieve optimum solar access and overshadowing does not affect functional open space, or habitable rooms of adjoining development; and
 - c. respond to the principles embedded in the desired future character statement for Morton Street.
- C.3** Development in Area 4 must be in accordance with the indicative building envelopes as shown in Figure 4.1.9.3. Development must provide an appropriate design response to the management of environmental and flood characteristics of the site.

Building Height

- C.4** In Area 4, the Parramatta Local Environmental Plan 2011 sets a maximum height limit of 40 metres (equal to 12 Storeys). However, the built form principles for the development will not result in 40 metre buildings being dispersed across the entire site. The site has the potential to be developed for mixed use and high-density development with the height of buildings ranging from 6-8 storeys with two tower elements of 10 and 12 storeys to achieve the desired future character.

Building Form

- C.5** The built form controls correlate with the indicative building envelopes shown in Figure 4.1.9.3. The design of buildings must comply with the relevant standards for each building type.
- C.6** Building typologies have been specified to ensure that new buildings are consistent with the orientation of streets. This will achieve a more orderly pattern of development that is distinguishable, reflects the level of density while maximising solar access and minimising overshadowing impacts to all forms of open space.
- C.7** The different typologies respond to different street conditions, for example new development along Macarthur Street responds to its location as a gateway by encouraging strongly defined vertical elements with no upper level setbacks to mimic the prominence of buildings within the CBD whereas in Morton Street, buildings are set back to encourage active street frontages.
- C.8** Buildings should be designed to create streetscapes that are characterised by:

- a. Clearly defined edges and corners, and
 - b. architectural treatments that are interesting and relate to the design and human scale of existing buildings.
- C.9** Development is to establish a scale in the immediate vicinity of heritage items that does not overwhelm the item, and is sensitive to its curtilage and historic setting, and makes a transition to higher development in the precinct.
- C.10** Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.
- C.11** Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.
- C.12** Building circulation cores are to be glazed with entrances / windows recessed into the structural form.
- C.13** Balconies are to be a combination of projected and enclosed forms.
- C.14** Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.



Figure 4.1.9.3
Indicative Building Envelopes

Building Form Type A

Description

This building typology is formed with the view of creating activate street frontages with emphasis on setbacks that facilitate pedestrian interaction. The placement and design of buildings should ensure that there is a high degree of integration between buildings and the street through the use of substantial areas of door, window and display space at ground and possibly upper levels. Roof designs are to incorporate flat and mono-pitch roof lines with over-sailing eave lines and curved noses.

Table 4.1.9.4
Controls for Form Type A

Control	Building Form Type A
Street Setbacks	3 metres from the property boundary, which is to be dedicated to Council for the purposes of the construction of a footpath.
Street Frontage Height	<ul style="list-style-type: none"> ■ 9 metres for a 4-storey building ■ 14 metres for a 6-storey building ■ 20 metres for a 8-storey building
Upper Level Setbacks	The two uppermost storeys of the building are to be setback 4 metres
Depth of Building	Maximum of 18 metres
Site Frontage	Minimum 24 metres in Areas 2 and 3

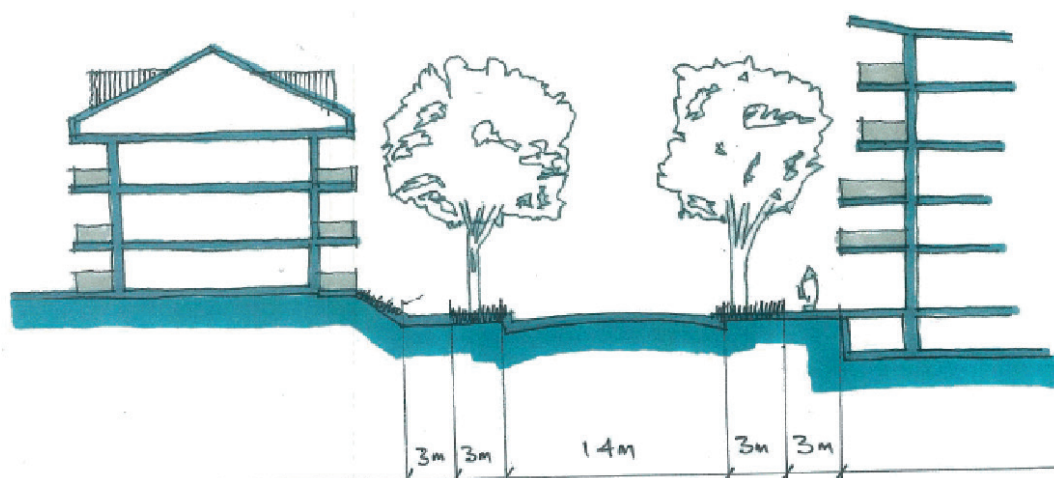


Figure 4.1.9.5
Building Type A in Morton Street

Building Form Type B

Description

These building typologies are to have very strong vertical elements divided into units of equal proportion. There should be a variety of projected and recessed balconies. A small setback to the street is required to enable incorporation of small landscaped courtyards and to ensure a suburban character, with individual entries to dwellings. Gabled roofs are encouraged, with the potential for dormer windows and attic rooms. This will blend new development with the adjoining residential area.

Table 4.1.9.6
Controls for Form Type B

Control	Building Form Type B
Street Setbacks	Minimum 4 metres and maximum of 6 metres from property boundary
Street Frontage Height	Frontage height is to be 11 metres for a 3 storey building and 14 metres for a 4 storey building
Depth of Building	Minimum of 16 metres and maximum 18 metres

Control	Building Form Type B
Site Frontage	Minimum 24 metres in Areas 2 and 3

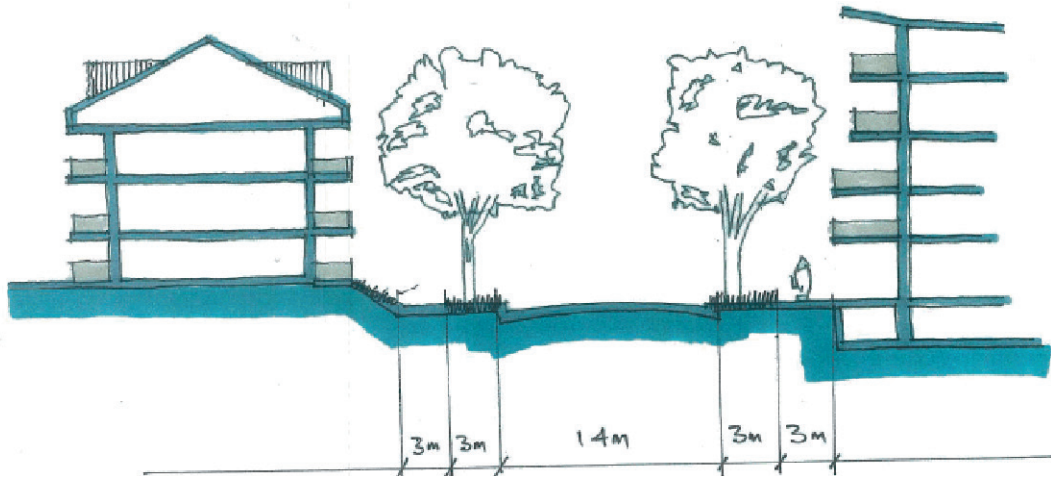


Figure 4.1.9.7
Building Type A and B building as viewed from Broughton Street

Building Form Type C

Description

This building typology is to encourage a street edge pattern, a variety of roof forms to provide visual interest to the skyline and rear setbacks to preserve privacy. These buildings need to ensure the privacy and safety of ground floor units by stepping up the ground floor from the level of the footpath, including balustrades and establishing window sill heights to minimise site lines into apartments.

Table 4.1.9.8
Controls for Form Type C

Control	Building Form Type C
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	<ul style="list-style-type: none"> ■ 11 metres for a 3-storey building ■ 14 metres for a 4-storey building
Rear Level Setbacks	The upper storey of the building is to be set back 4 metres
Upper Level Setbacks	The two uppermost storeys of the building are to be setback 4 metres
Depth of Building	Maximum of 18 metres
Site Frontage	Minimum 24 metres in Area 2

Building Form Type D

Description

The key element in this building typology is emphasis on the treatment of corners. Corner elements should portray a street theme and be unique in design. Each element should be tailored with prominent entrances and windows as well as an opportunity for the integration of public art (particularly for land located within Areas 1 and 4). These spaces should act as core elements and rely on building materials that are contemporary and different from other elements within the overall building facade.

Table 4.1.9.9
Controls for Form Type D

Control	Building Form Type D
Street Setbacks	3 metres from the property boundary.
Street Frontage Height	maximum of 20 metres for an 8-storey building and 14 metres for a 6-storey building
Upper Level Setbacks	The second and third storey of the building is to be set back 4 metres
Depth of Building	minimum 16 metres to a maximum of 18 metres
Site Frontage	Minimum 24 metres within Area 2

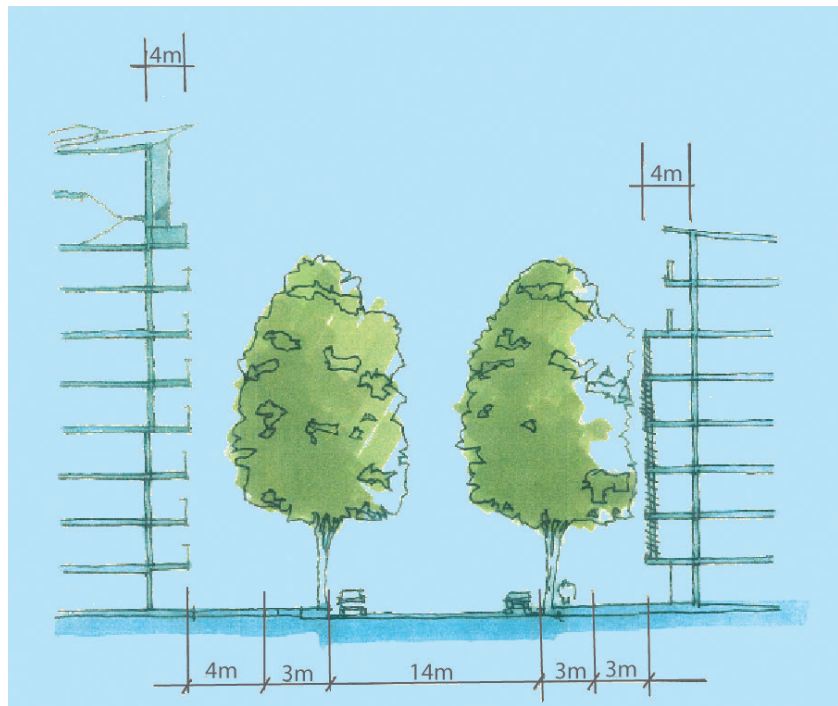
Type E – Tower Elements

Description

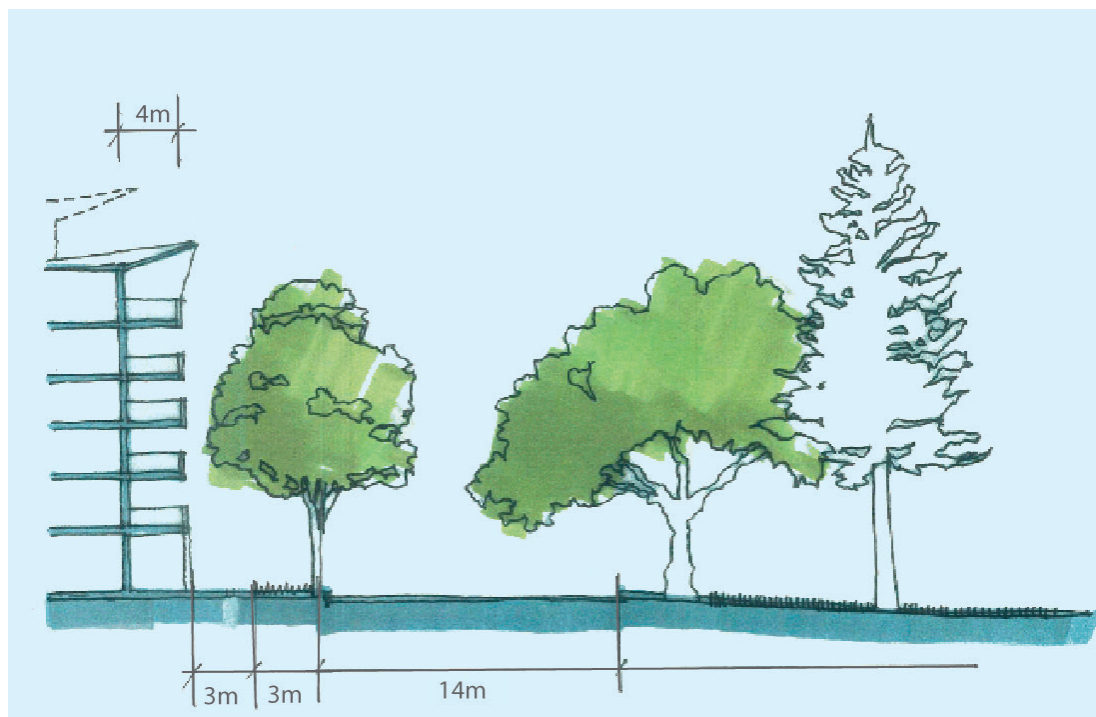
Towers should be architecturally integrated with the perimeter block architecture at the base, differentiated by a change in plane, material and/or fenestration. While setbacks are appropriate to create a building base vertical expression of the tower is encouraged. Towers should be designed to provide an interesting silhouette, profile and volumetric form on the skyline through variation of building material, building shape, plane and setbacks.

Table 4.1.9.10
Controls for Form Type E

Control	Building Form Type E
Street Setbacks	4 metres from the property boundary
Street Frontage Height	<ul style="list-style-type: none"> ■ 28 metres for a ten storey building ■ 34 metres for a twelve storey building
Upper Level Setbacks	Upper two storeys to be setback 4 metres on all sides
Depth of Building	Minimum 16 metres to a maximum 18 metres

**Figure 4.1.9.11**

Type E tower element building as viewed from Morton Street looking north

**Figure 4.1.9.12**

Cross Section of development that has an interface with the riverfront. Note the emphasis on creating an interesting roof form that can contribute to the visual interest of the building

Urban Design (Area 4 only)

C.15 Buildings should be designed to create streetscapes that are characterised by:

- a. clearly defined edges and corners, and
- b. architectural treatments that are interesting and relate to the design and human scale of existing buildings.

- C.16 Opportunities for views to the City, northern escarpment and across the river are to be realised in the design of new buildings.
- C.17 Buildings fronting the off-road pedestrian network are to be designed to provide for casual surveillance.
- C.18 Building circulation cores are to be glazed with entrances / windows recessed into the structural form.
- C.19 Buildings fronting the proposed public open space area along the riverfront are to be modulated to create interest as viewed from the river and foreshores.
- C.20 Where development is proposed that requires the management of flood impacts, the following urban design considerations apply:
 - a. Where a building is raised, the design of the building is to facilitate an address and connection to the foreshore.
 - b. Mixed Use development is encouraged at the western end of the river foreshore interface and design techniques are to facilitate connectivity and an outlook between the river foreshore and the development. Consideration should include the use of outdoor terraces, stairs and boardwalks as a means of creating connectivity and surveillance.

Development within the B4 Mixed Use Zone (Area 4 only)

- C.21 Entrances to buildings are to be clearly defined and well lit.
- C.22 Active frontages are required at the ground level within the Mixed Use zone.
- C.23 Buildings are to be designed to have flexible ground floor uses to accommodate a diversity of living arrangements and potential future commercial uses.
- C.24 Development should provide secure access to the residential component of mixed use development, separate from access to any commercial development, such that there is a clear sense of building address for residents and their visitors.
- C.25 For mixed use development, special consideration must be given to noise attenuation measures, privacy issues, parking and vehicular access arrangements including the location and design of vehicular access points to be integrated into the building design and to reduce pedestrian and vehicular conflict.
- C.26 Vehicular crossings are to be minimised to reduce disruption of pedestrian flow and safety.

Landscaping and Deep Soil

- C.27 Street trees are to be provided on all new streets to Council's specifications.
- C.28 Landscaping is to increase safety and security, and the perception of safety and security, with clear sight lines and minimal opportunities for concealment.
- C.29 Landscaping is to retain mature stands of trees (eg. large eucalypts on the Council site) where these contribute to area character and a canopied skyline.
- C.30 New development is required to provide a landscaped quality to front gardens and setbacks. Landscaping should reinforce the public realm without secluding and hiding areas where surveillance is limited.
 - a. In the B4 Mixed Use zone, the rear setback is to be a deep soil landscaped zone.
 - b. No car parking areas will be permitted in areas designated as landscaped areas.
 - c. In the B4 Mixed Use zone not less than 40% of the site is to be landscaped.

NOTE: Landscaped area in the B4 Mixed Use zone may include roof gardens with dimensions greater than 2m x 4m.

- C.31** For land within Area 1, perimeter-style development is to define the streets and facilitate the provision of largely communal open space. This communal open space should enhance the quality of the built environment by providing opportunities for landscaping in a parkland setting as well as provide a visual and active focus for the new residential community created through this the development. All communal open space areas are to accommodate appropriate facilities such as picnic and barbecue areas, children's play areas and grassed areas for passive recreational use. Consideration should be given to the provision of a community building with recreational facilities such as a swimming pool, gymnasium and functional space to allow for resident meetings.
- C.32** Where balconies are enclosed, consideration should be given to installing planting beds within the building for the purposes of deep soil planting. These planting beds will not be counted as landscape area.

Traffic, Access and Parking

- C.33** All car parking to be provided at basement level.
- C.34** Pedestrian and vehicle conflict are to be minimised with limited vehicle crossings to the public domain.
- C.35** Provide new vehicular links within the precinct as shown in Figure 4.1.9.13.
- C.36** The width of the road reserve of Morton Street south of Broughton Street is to be increased to be consistent with its width north of Broughton Street.
- C.37** Create a foreshore street / loop road to provide new development on the foreshore with a sense of address, to ensure new buildings are focused on the river and to increase the safety of the area.

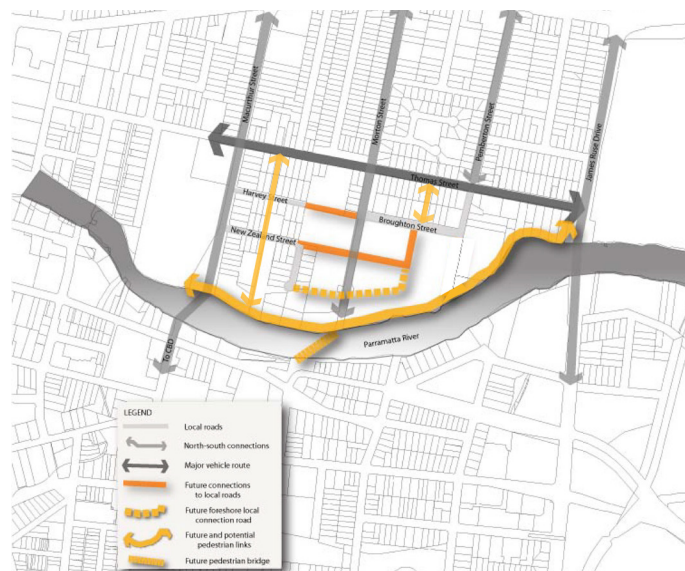


Figure 4.1.9.13
Pedestrian and vehicle connections

Public Domain

- C.38** A sequence of foreshore open spaces of different size, shape and character is to be provided to contribute to a rich and varied promenade experience that draws people along the waterfront.

- C.39 The promenade is to be enhanced with generous pedestrian and cycle ways, an integrated suite of urban elements (lighting, seating, signage), and planting.
- C.40 Two major open spaces are to be provided: a park area; and a more structured area incorporating active recreation including for children and young people.
- C.41 A new foreshore park / plaza area is to be provided focused at the termination of Morton Street and linked to the foreshore promenade.
- C.42 Large Australian native signature trees are to be planted along the foreshore, to make a transition to urban scale buildings of 4-5 storeys.
- C.43 Pedestrian connections between the public open spaces on the northern and southern banks of the river are to be considered.
- C.44 Consideration is to be given to ways in which to improve visual / physical connections to the foreshore. This approach would need to be explored in partnership with the relevant State authorities.
- C.45 A new link between the University of Western Sydney and the existing foreshore multi purpose path is to be created.
- C.46 Establish Morton Street as a major north-south street, terminating in an attractive, interesting and inviting public space at the river foreshore.
- C.47 New pedestrian and road connections are shown in Figure 4.1.9.13.
- C.48 The following specifications apply to road reserves within the precinct:
- a. Morton Street
 - Road reserve: 20 metres (widened from 16 metres south of Broughton Street).
 - Carriageway 14 metres. Verge between 3, with grassed edge to street, 3 metre wide footpath.
 - b. Extension to New Zealand Street
 - Road reserve: 17 metres
 - Carriageway: 12 metres
 - Verge: 1 metre with grass edge to street and 1.5 metre footpath
 - c. Proposed Foreshore Road
 - Road reserve: 15 metres
 - Carriageway 10 metres
 - Verge: 3 metre footpath and 2 metre grass verge with street trees on north side.
 - Footpaths to be extended to 4 metres where Type E buildings (Tower elements) are proposed.

NOTE: All new road extensions as described in Figure 4.1.9.13 are to be constructed to public road standard and dedicated to Council.

4.1.10 South Granville Precinct

Desired Future Character

The South Granville Precinct will be centred around Delwood shops. There will be opportunities for expansion of retail and business uses along Blaxcell Street with shop top housing above. A mix of residential housing in the form of residential flat buildings, multi dwelling housing and shop top housing will be provided close to bus services, recreation areas, shops and other services.

Future development of the centre will provide an improved interface to the existing laneway behind the Delwood Street shops while maintaining pedestrian and vehicular access. Pedestrian safety will be enhanced by designing buildings that have passive surveillance of laneways, pedestrian links, public open spaces and other elements of the public domain.

The heritage character of the Delwood shops will be preserved and new development will be designed to respect and preserve the significance and contribution of heritage to the character and identity of the precinct. Public and private housing will blend in character and will have a transition in scale from higher density to lower density housing areas.

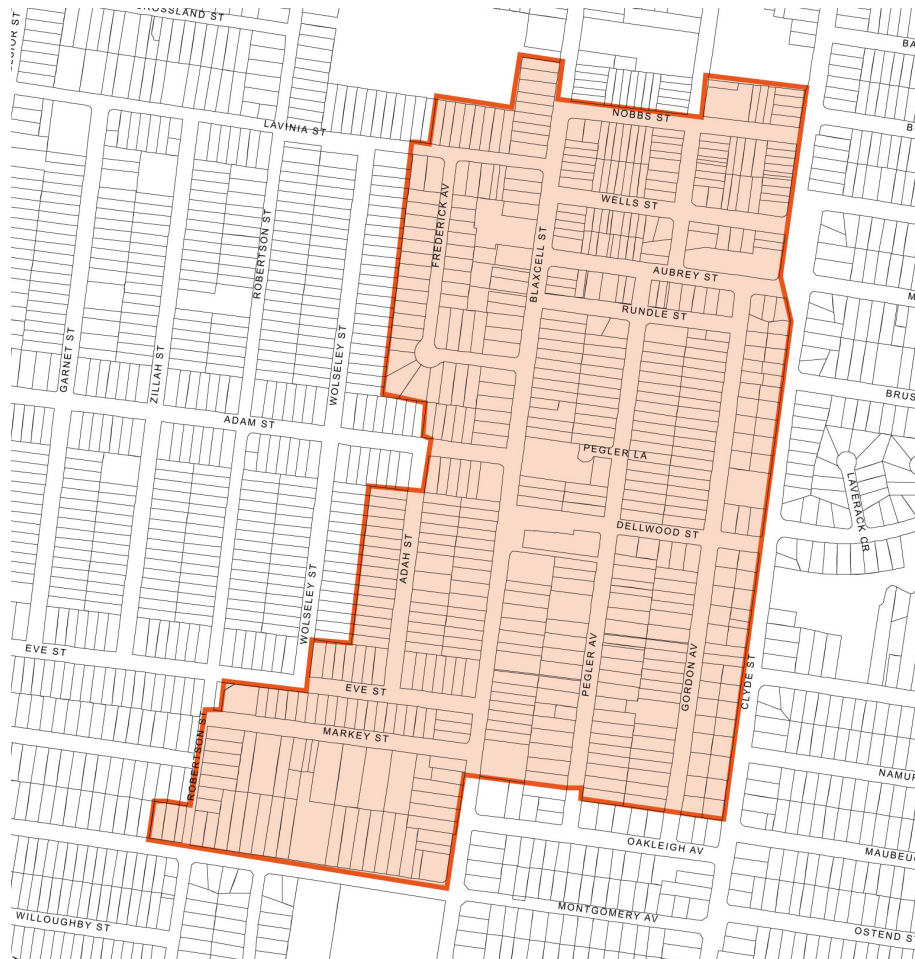


Figure 4.1.10.1
South Granville Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that new development provides an interface to existing parks, laneways and streets.

- O.2 To ensure that new development provides a strong interface to Blaxcell and Delwood Streets.
- O.3 To ensure that new development responds well to existing heritage items.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections should be provided in accordance with Figure 4.1.10.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New pedestrian links are to improve through block connections and permeability of the centre and increase connections to the retail centre and to existing public open spaces surrounding the centre. A new pedestrian laneway is to be provided to William Lamb Park (opposite Delwood Street shops) to encourage an interface between the park and development to the north.
- P.3 New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

- C.1 **Building setbacks are to be in accordance with Figure 4.1.10.2 and any additional controls set out below:**
 - a. **The nil setback shown to any street on Figure 4.1.10.2 applies to the first 2 storeys of development. Additional storeys must be setback a minimum of 3 metres from the front boundary.**
 - b. **Where a nil front setback is shown on Figure 4.1.10.2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.**
 - c. **Building setbacks to existing laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.**
 - d. **Where the B1 Neighbourhood Centre zone adjoins a residential zone side and rear setbacks must be suitably treated to protect and enhance the amenity of residential development.**
 - e. **Sites which have frontage to Blaxcell and Delwood Streets should provide address to these streets as the primary frontage.**

**Figure 4.1.10.2**

Building setbacks, laneways and pedestrian links

Development adjoining William Lamb Park (opposite Delwood shops)

C.2 Development adjoining William Lamb Park is to provide a direct interface to the park. Redevelopment of the site is to address the key principles below:

- a. Development must be oriented toward the park as well as adjoining streets with entrances, windows and balconies facing the street and park, ensuring passive surveillance of the park.
- b. Development is to emphasise the south eastern and south western corners of the site that adjoin the park through appropriate building articulation and corner treatment.
- c. The 3 metre setback area to the park is to be utilised to interface with the park. It is desired that this space be utilised as private open space with pedestrian gates opening directly onto the park.
- d. Fencing between the site and the park is to be a maximum height of 1.2 metres and is to be designed to encourage passive surveillance.

4.1.11 Telopea Precinct

Residential development in the Telopea Precinct will be in the form of residential flat buildings, multi dwelling housing and shop top housing and will occur on the south-eastern side of the Telopea Railway Station. Public and private housing will blend in character and will have a transition in scale with the highest densities located adjacent to the railway station and Sturt Street and transitioning downward toward the surrounding lower density residential areas. Buildings will be designed to respect the topography of the land. Stands of mature trees that contribute to the quality of the landscape will be protected where possible or replaced in the redevelopment of sites.

The existing retail centre in Evans Road will continue to cater for the daily needs of the local population, with opportunities for additional retail and business uses to be extended along the southern side of Evans Road within the B4 Mixed Use zone. The existing laneway behind the Evans Road retail shops will continue to provide service access to the retail centre and will also become a more active area with buildings addressing this space, encouraging increased pedestrian activity. Existing retail shops along Adderton Road will be retained and extended with opportunities for shop top housing development.

New pedestrian connections will link the main activity spaces in the precinct, including the retail centre, library and community centre, and public open spaces with surrounding residential development. These pedestrian links will improve through block connections, formalise the public and private domain, be well lit, and provide clear sightlines along them. Pedestrian safety will be enhanced by designing buildings that provide casual surveillance of the public domain.

New vehicular connections will increase the legibility and connectivity of the area and encourage housing development to be oriented to create a street edge. Development near the railway station is to provide an address to the station to activate the area and ensure passive surveillance of the space. New laneways adjacent to the railway line will formalise the relationship between residential development and the station.

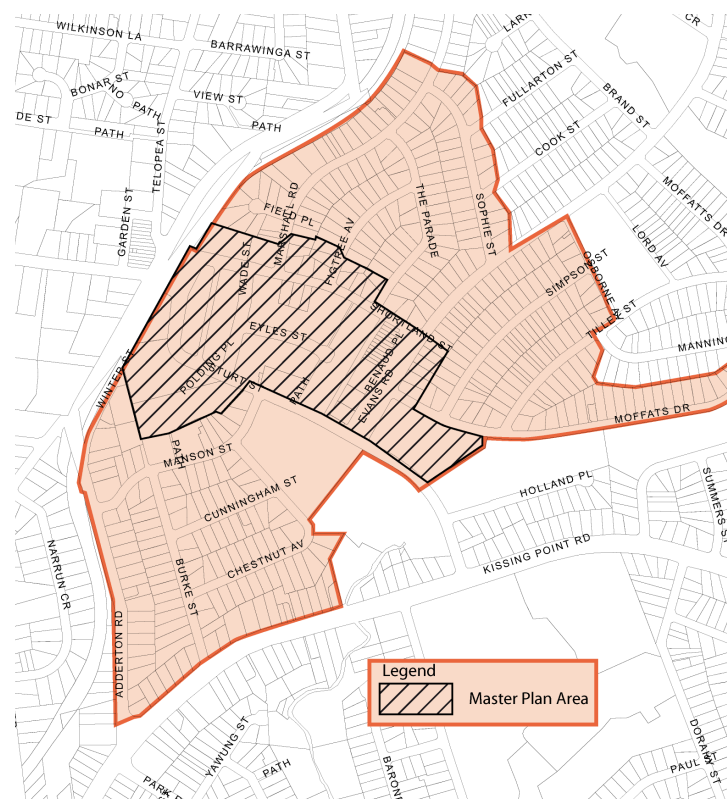


Figure 4.1.11.1
Telopea Precinct Map

Objectives

In addition to general objectives listed in Section 4.1 of this DCP, specific objectives of this precinct are identified below.

- O.1 To ensure that the redevelopment of land for public housing integrates with surrounding development and provides improved pedestrian and vehicular connections and opportunities for additional open space.
- O.2 To ensure that new development responds well to the topography of land.
- O.3 To ensure that new development provides a strong interface to Telopea Railway Station, Sturt Street, Shortland Street and Evans Road.

Investigation Areas (Master Plan Area)

The focus area for the redevelopment of existing public housing in the Telopea Precinct is shown in Figure 4.1.11.1 as the 'Masterplan Area'. This area will be subject to a detailed masterplan, to be approved by Council or the Department of Planning. Once approved, the masterplan will be incorporated into this DCP. The masterplan will be consistent with: the desired future character statement for the Telopea precinct outlined above; the figures included in this section; and the principles outlined below. Future development will be required to be consistent with the approved masterplan.

The key principles to be addressed in the preparation of the masterplan include:

- a. integration of the layout of buildings, pedestrian and vehicular connections within the masterplan area, and within the precinct.
- b. provision of pedestrian and vehicular connections, as shown in Figure 4.1.11.2.
- c. desired building setbacks as shown in Figure 4.1.11.2.
- d. new buildings to provide an interface to Telopea Railway Station.
- e. design of buildings adjoining through block connections and laneways is to ensure that overlooking of this space occurs to promote safety.
- f. buildings are to be designed to create streetscapes that are characterised by:
 - clearly defined edges and corners,
 - architectural treatments that are interesting, relate well to pedestrian activity at ground floor level and lessen the visual impact of height through articulation and building setbacks to top floors,
 - special emphasis given to the design of corner buildings, including consideration of how the building addresses its neighbouring buildings, dual frontages and its turning of the corner, and
 - incorporation of distinctive features in corner buildings.
- g. identification of likely parcels for redevelopment within the focus area.
- h. determination of floor space ratios.
- i. clearly defined areas of public and private open space.
- j. clear sightlines for pedestrian connections.
- k. orientation of buildings to the street to provide a greater sense of address.
- l. mix of heights for the focus area (N.B - maximum building heights are shown on the LEP height map).
- m. minimum frontage requirements for development in the mixed use zone.

Design Principles

Pedestrian Connections and Laneways

- P.1 New pedestrian connections, roads and laneways should be provided in accordance with Figure 4.1.11.2. Where a development provides for public access connections, a variation to Council's floor space ratio control can be sought in accordance with Principle 1 in Section 4.1 of this DCP.
- P.2 New street links are desirable linking Marshall Road and Mason Street and extending Eyles Street to the existing lane behind the retail shops, providing improved vehicular connections and encouraging residential development to create a street edge. The width of these street links is to match the existing public road.
- P.3 New shared vehicular and pedestrian lanes are to be provided from Field Place to Shortland Street, from Winter Street to Sturt Street; and from Burke Street to Sturt Street to improve the legibility of the precinct, to encourage development to provide an interface to Telopea Railway Station and to encourage residential development to create a street edge. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- P.4 New pedestrian links are to be provided to improve connectivity between the railway station and the retail centre, and to clearly define the public and private domain.
- P.5 New pedestrian connections are to have a minimum width of 3 metres, being consistent in width for its full length.

Design Controls

NOTE: Development must comply with the controls set out below and any relevant controls in Parts 2 and 3 of this DCP. Where there is any inconsistency Part 4 will prevail.

Setbacks

- C.1 Building setbacks are to be in accordance with Figure 4.1.11.2 and any additional controls set out below:**
- a. The nil setback shown along Adderton Road applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 3 metres from the front boundary as shown in Figure 4.1.11.3.**
- Balconies may encroach the upper level setback area as shown on Figure 4.1.11.3 as follows:**
- **An unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.**
 - **Balconies may extend 1 metre into the setback area for the uppermost storey.**
- C.2 Where a nil front setback is shown on Figure 4.1.11.2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.**
- C.3 Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.**



Figure 4.1.11.2
Building Setbacks, Laneways and pedestrian links

Ground Level Land Uses

C.4 Where a nil setback is shown on Figure 4.1.11.2 along Adderton Road in the R4 High Density Residential Zone, development with non-residential ground level uses (such as shop top housing) is desired to encourage an active street frontage, extending from the adjoining B1 Neighbourhood Centre Zone.

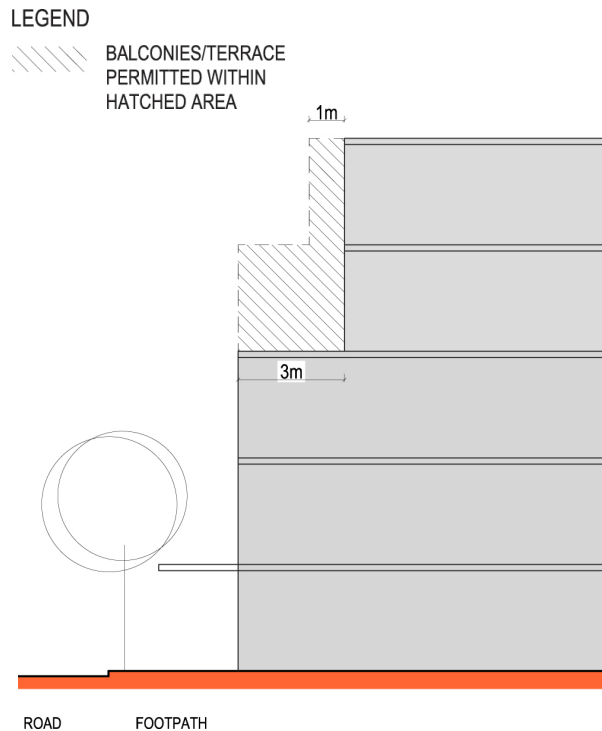


Figure 4.1.11.3
Upper Level Building setbacks